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No. 19,974 第一萬九千九百七十四號 日國初月五國年戊疆 HONGKONG, WEDNESDAY, JUNE 28TH, 1922. 三拜疆 號八十二月六年一十國民華中 PRICE, $3 PER MONTH

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TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS

EXTRA Car—12 midnight.

SUNDAYS.

7.30 a.m. an 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 „ „ 11.00 „ „ 10 „
11.30 „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

NIGHT CARS

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheque or Compradore Order representing Bank Notes

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 1a Local	No. 13 Local	No. 3 Local	No. 11 Local	No. 5 Through Express	No. 15 Local	No. 21 Local	No. 9 Through Slow	No. 23 Local	No. 25 Local	No. 27 Exp.
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Tha Jan)	dep.					8.00			2.45			2.30
SHEK LUNG	dep.					9.18			11.41			4.50
Shum Chun	dep.	Sundays only	7.22	8.06	10.57	11.19	11.40	2.55	4.36	5.13	56	6.41
Sheungshui	dep.		7.29	8.13	10.64	—	11.47	3.06	4.44	5.18	5.12	—
Fanling	dep.		7.35	8.18	10.58	—	11.51	3.14	4.49	5.23	5.17	—
Taipo Market	dep.		7.43	8.29	10.58	—	12.08	3.22	5.01	5.33	5.27	—
Taipo	dep.		7.47	8.34	11.03	—	12.07	3.27	5.06	5.37	5.31	—
Shatin	dep.		8.00	8.47	11.16	—	12.21	3.40	5.22	5.50	5.44	—
Yaumati	dep.	7.37	8.14	8.59	11.33	—	12.36	3.58	5.37	6.05	6.56	—
KOWLOON	arr.	7.38	8.23	9.09	11.36	11.52	12.43	4.03	5.48	6.19	7.04	7.35

UP TRAINS

Stations		No. 2 Local	No. 14 Local	* No. 6 Through Express	No. 8 Through Slow	No. 16 Local	No. 26 John Ken-nedy Local	No. 22 Local	* No. 12 Thro. Expr.	No. 24 Local	No. 28 Local	No. 30 Local
		a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong	—	6.15	6.55	7.15	8.54	10.15	11.45	2.05	3.45	4.13	5.10	4.51
KOWLOON	dep.	6.41	7.10	8.07	9.24	10.52	12.00	2.18	3.00	4.54	5.37	7.09
Yaumati	dep.	6.51	7.12	—	9.34	10.58	12.09	2.27	—	5.45	5.47	7.20
Shatin	dep.	7.08		—	9.55	10.50	12.31	2.39	—	5.56	5.59	7.33
Taipo	dep.	7.17		—	9.53	11.08	12.34	2.53	—	6.05	6.08	7.45
Taipo Market	dep.	7.22	Sundays only	—	9.57	11.06	12.38	2.56	—	6.13	6.07	7.49
Fanling	dep.	7.32		—	10.08	11.19	12.48	3.06	—	6.23	6.17	7.59
Sheungshui	dep.	7.38		—	10.13	11.25	12.53	3.10	—	6.27	6.21	8.03
Shum Chun	arr.	7.46		8.40	10.19	11.32	12.59	3.16	—	6.33	6.27	8.09
SHEK LUNG	arr.	—		10.47		—	—	—	4.52	—	—	—
CANTON (Tai Shatsu)	arr.	—		12.10	1.34	—	—	—	6.45	—	—	—

* Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	6.2.	Shatakkok...dep.	6.30	10.15	1.05	5.00
Shatakkok...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, from Messrs. Thos. Cook & Son, Hongkong, or from The American Express Company, Hongkong.

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Nagasaki:— Japan Hotel
Nagoya:— Nagoya Hotel
Nara:— Nara Hotel
Nikko:— Kanaya Hotel, Nikko Hotel
Osaka:— Osaka Hotel
Shimonoseki:— San-yo Hotel
Shizuoka:— Daitokwan Hotel
Tokyo:— Imperial Hotel, Tokyo Station Hotel, Teikiji Seiyoken Hotel
Yokohama:— Grand Hotel

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Taihoku:—Taiwan Railway Hotel

IN CHOSEN

Keijo Seoul):— Chosen Hotel
Fusan:— Fusan Station Hotel
Shingishu:— Shingishu Station Hotel

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HONGKONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCILS for the session 1921.

Revised by the Members

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NORTH BORNEO NOTES.

THE PRINCE SURPRISED.

JESSELTON, June 10th.

Our steadily increasing number of visitors all and severally exclaim at finding some semblance of civilsation on making their first acquaintance with Borneo at Jesselton. It is believed that His Royal Highness the Prince of Wales had been given the idea that his landing in Borneo would be a sort of Captain Cook affair, a dash ashore in surf boats to a beach crowded with dark skinned warriors, the town of Jesselton a group of thatched huts and the whole affair resolving itself into a glimpse at one of the remnants of savage life in the tropics. Alas, that it should not be so, for the days when Jesselton beach was innocent of modern improvements, and one did indeed land through the surf were better in their way than these modern times when luxuries are necessities, and the paved road has supplanted the native path. But the importunities of rapacious shareholders, the ever resistless push of improvement and development have cast their spell over the place and we must wander afield to find things as they were and, please, Heaven, as they shall be for years to come.

But in Jesselton the seeker after romance must expect to see motor cars at the jetty, a mail train drawn up at the station platform, a modern hotel with some if not all modern conveniences and, in fact, not one discomfort that can give him grounds for claiming that he has roughed it in Borneo. Sandakan is even worse, I beg its pardon, better than Jesselton. It is the complete Western City in an Eastern setting and its fate is sealed. The day is at hand when it will boast a municipality, an electric railway that gives its citizens endless excuse for writing complaints to its leading papers, and other abominations which follow in the wake of progress.

But we have fastnesses hidden away beyond the ken of tooting car and screech of whistle, where the native is a native and wears his "Chawat" like a gentleman instead of masquerading in garments that tickle his skin and shoes that pinch his toes. His ways are still the ways of his forefathers with the one exception that life is sacred and man can walk abroad unmindful of lurking enemy. Occasionally some "developer" finds his way over the mountains and into that land of stagnation. His nimble mind leaps at the latent possibilities in trade, planting and minerals. He talks and the District Officer listens; still talking he passes on and is later referred to as "that blighter who though he knew more about our job than we did." At Home he still talks and lectures his fellow men on the undeveloped resources of the Empire. May be or may be not he lures his victims into some high sounding development scheme which is but the child of a fertile brain and, being born of ignorance and presumption, falls a victim to infantile mortality.

We have Districts where the District Officer seldom sees another of his kind, where even the Chinese trader has but hung to the fringe of the wild and the native tills the soil and scours the forest for canes and gum to barter for the simple wants that the Chinese can supply. The District Officer wanders abroad, the master of his little world, the Father O'Flynn of the most docile people imaginable. His Court of Justice moves with him and wrongs are righted and the evil-doer punished as he passes from village to village. His baggage travels on the backs of his subjects who are untiring carriers and cheery souls withal. His gold is scattered abroad in payment for long-legged fighting cocks, elderly eggs and fresh maize which are all the country can raise to support him in food. After many days he returns to the pivot round which all things in his district revolve—the Station. Here he adds up the dollars that his subjects have rendered in the form of minute taxes, writes up his travels and takes his ease. Does this man hunger for the advent of the developer, the man of fertile brain and nimble mind who would harness his subjects to a machine and turn his mountain streams into power?

We know we have got to be hustled and improved and must even play our part in the process; none the less we sigh as each little bit of the old things and the old ways is brushed aside and lost for ever. The call of the wild is strong in us who, in our hearts, prefer to see things remain as they are. Yet even in the developing of things there is a fascination that cannot be denied. Who, that has seen the jungle laid low and great estates grow in its place, that has dragged miles and miles of wire over hills and through swamps to make a telegraph, that has watched the borers prying into the bowels of the earth for hidden treasure, has not entered whole-heartedly into the battle against nature and gloried in the victory.

It will be many a long year before any great call will be made upon the resources of the Country. Another boom similar to the rubber rush will certainly make further inroads into the forest but, with the best part of 31,000 square miles to draw upon, there is still hope of a quiet life for the District Officers of the future.

For the traveller who pays us but a passing call we have developed and improved our seaport towns that he may miss none of the comforts of the home and yet be able to say that he has been in the land of the head-hunter. When the Prince of Wales visited Singapore and later Borneo itself we enticed many of our people to make the great adventure and come within sight and sound of the wonders with which the Tuan surrounds himself. Of one thing there is no doubt, they were immensely relieved to get back to the wilds and have done with marshallings, ticketings, vaccinations and other such meaningless and irritating things which they couldn't understand and didn't appreciate. Their District Officers went back with them, shedding the trappings of civilisation and glorying in their freedom. "Requiescat in pace."

—*Singapore Free Free.*

THE GENERAL POST OFFICE, HONGKONG.

ITS OPERATIONS IN 1921.

The following extracts are from the report of Mr. S. P. C. Ross, Postmaster-General, on the General Post Office for the year 1921:—

TELEGRAPH BRANCH.

The Cape D'Aguilar Wireless Telegraph Station which was manned by Naval Ratings since its inception on July 15th, 1915, was transferred to the Colonial Government on 1st August, 1921.

Mr. Samuel Bradshaw was appointed Superintendent of Wireless Tlegraphy on 1st June and the following appointments to the Station were made during the year, viz.:—3 Senior Wireless Operators, 2 Wireless Operators and 2 Apprentice Operators.

There was one death amongst the landline Telegraphists (Chinese).

MAILS.

The number of mail bags and packets despatched from Hongkong during the year amounted to 171,069 as against 171,154 in 1920, an increase of 3,515; the number received was 174,179 as against 169,107, an increase of 5,072.

The number of mail bags and packets sent in transit through the Colony amounted to 108,509 as against 107,852 in 1920, an increase of 657.

Boxes and baskets in transit amounted to 18,978 as against 16,046, an increase of 2,932.

5,330 steamers carrying mails arrived and 7,774 left in 1921 as against 4,950 and 6,801 respectively in 1920.

REGISTRATION AND PARCELS.

Registered and insured articles handled by the General Post Office amounted to 1,089,632 as against 1,083,606 in 1920, an increase of 5,426.

Parcels, ordinary and insured, handled by the Post Office, amounted to 323,061 as compared with 287,442 in the previous year, an increase of 35,619.

REVENUE AND EXPENDITURE.

The total revenue from the Postal Service in 1921 amounted to $644,157.54 an increase on the previous year of $118,035.46. The Expenditure for 1921 amounted to $261,077.81.

The balance of revenue over expenditure amounted to $383,079.70.

The increase of revenue from the sale of postage stamps this source in the year 1921 over that of 1920 amounted to $69,550.03.

MONEY ORDERS.

The reaction in exchange, continued in 1921 with the dollar fluctuating between 3s. 1d., at the beginning of the year, to 2s. 7d. towards the end of the year, has proved very disastrous to the despatch of remittances through the Post Office of members of H.M. Forces in China which alone account for a diminution of £19,185. The recovery of the exchange value of the Canadian and American Currencies tended to the discontinuance of the Money Order Service by the Public so largely patronised in 1920 and has shrunk the remittances to Hongkong by £50,000. Almost throughout the list of countries mentioned in the Table VIII. there are decreases in business, resulting in a net decrease of £101,379 4s. 7d. in the year's transactions.

The Telegraphic Money Orders were: Outward, 88 orders amounting to £1,250 13s. 6d. against 91 orders for £1,654 in 1920: inward, 17 orders amounting to £451 18s. 3d. against 15 orders amounting to £320 16s. 6d. in 1920.

The sale and payment of British Postal Orders also show a decrease of £2,000 and £3,300 respectively, whilst the Local Postal Notes increased by $14,000.

CHINESE CORRESPONDENCE.

During the year the Chinese Delivery Section handled 2,327,618 ordinary letters, 98,226 other articles, and 8,036 postal hong packets as against 2,151,082 ordinary letters, 98,643 other articles, and 7,449 postal hong packets in 1920.

The registered articles amounted to 342,857 of which 213,415 were from the United States of America and Canada, and 129,442 from China and other countries, showing an increase of 35,802 as compared with 307,055 in 1920.

2,777 insured letters were dealt with as against 3,141 in 1920.

The total number of Chinese private letter boxes rented during the year was 326 an increase of 22 as compared with 304 in 1920.

The Hong Licences of 32 Chinese Postal Hongs were renewed, the same number as in 1920.

TELEGRAPH SUB-DEPARTMENT.

The revenue collected during the year from radio-telegrams amounted to $19,082.98, an increase of $4,491.25 on the amount collected in 1920. Advices of vessels signalled at the Lighthouses ytelded $670.60 and Semaphore messages $35.30 making a total of $19,756.88 from the Telegraph Service. Expenditure amounted to $45,592.19.

The Telegraph Service was worked at a loss of $25,835.31.

The number of radio telegrams forwarded during the year was 2,235 consisting of 30,239 words against 1,065 with 25,221 words in 1920 and 6,192 were received consisting of 82,513 words as against 5,306 with 75,007 words in 1920.

MISCELLANEOUS.

In many respects 1921 was a record year. There were increases in all branches of postal business except in Money Orders.

The sales of stamps amounted to $548,379 and is the highest as yet reached. The profit on the Department for the year was $383,079 and it is gratifying to note that though this is the largest profit yet made it has not been caused by any increase in the postal rates. Certain parcel rates have been raised in order that certain other countries may receive increased credits demanded by them, but the Hongkong Postage Rates and Share in credits on parcels have not been raised.

(Continued at foot of next column.)

ROBBERIES.

Two unsuccessful attempts at armed robbery have been reported to the police. In both cases owing to the prompt action by the occupants of the two houses the robbers were compelled to retreat without stealing anything.

In the first case three men entered a shop at No. 46, Des Vœux Road Central. Two of them were armed with revolvers. They asked for a man named Wong Ming. A police whistle was blown from the back of the shop and the robbers fled.

At No. 37, Kee Lung Street, Sham Shui Po, a man was disturbed in his cubicle at about 8 a.m. on Monday by the entrance of two men, one of whom was armed with a revolver. The armed man caught hold of the complainant by the left arm, pointed his revolver at him and told him to keep quiet. At that moment the complainant's wife entered the room and at once grappled with the armed man. The husband made good his escape by way of the verandah and down the pillar, and raised the alarm. When he returned to the house, he found the robbers had gone without stealing anything. At the top of the stairs was found a dagger believed to have been dropped by the robbers when they fled.

ECHO OF BIG ROBBERY.

MAN ARRESTED IN CANTON.

In connection with the armed robbery at a pawnshop at No. 280, Shanghai Street, Yaumati, which took place last February, when $10,000 in jewellery and money were stolen, a man—said to be a former accountant of the shop—has been arrested in Canton.

It will be remembered that the accountant is alleged to have admitted the robbers into the pawnshop.

SPORT.

LAWN TENNIS.

TENNIS LEAGUE TABLE.

In the "A" Division of the League the Indian Recreation Club are to be congratulated on winning with the maximum number of points. There is one interesting match still to be played in this division between Hongkong and the U.S.R.C. This will take place on the Club ground on Saturday, and will settle whether these two Clubs are to be bracketed for second place. The other postponed games are Club de Recreio *versus* Hongkong, and Civil Service v. the M.B.K.

"A" Division.

	P.	W.	L.	PTS.
I.R.C.	7	7	0	7
U.S.R.C.	6	5	1	5
C.R.C.	7	4	3	4
H.K.C.C.	5	3	2	3
K.C.C.	7	3	4	3
M.B.K.	6	1	5	1
C.S.C.C.	6	1	5	1
Club de Recreio	4	0	4	0

In the "B" Division I.R.C. defeated Queen's College by the narrow margin of 3 games, thereby improving their position in the table and giving them a chance of carrying off both trophies. There is still, however, a chance of all the four top Clubs finishing with the same number of points.

"B" Division.

	P.	W.	L.	PTS.
C.R.C.	8	7	1	7
Q.C.	8	6	2	6
I.R.C.	6	5	1	5
K.C.C.	7	5	2	5
M.B.K.	8	4	4	4
University	7	4	3	4
C.C.C.	8	2	6	2
Police	8	2	6	2
C.S.C.C.	8	2	6	2
Club de Recreio	6	0	6	0

Saturday's matches are:—

"A"—Hongkong *v.* U.S.R.C.

"B"—I.R.C. *v.* M.B.K.; Club de Recreio *v.* Police; C.S.C.C. *v.* University; C.R.C. *v.* Queen's College; K.C.C. *v.* Craigengower.

It is hoped to have all the postponed matches played off next week, and to have the Shields presented and the match, Champions *versus* "The Rest," played on Saturday, the 15th prox.

The *Empress of Asia* arrived on December 20th with 19,574 registered articles for Hongkong. This is the largest number of registered articles ever received by one ship. These letters reached the office in the afternoon and sorting was finished at 4 a.m. the next morning. All letters were ready for delivery by the first delivery on the 21st.

The Peninsular and Oriental Steam Navigation Company's contract Mail Service between the United Kingdom and the Far East, which was suspended during the war, was resumed with the despatch of the s.s. *Nellore* from Hongkong on 21st December, 1921.

During the first 28 days of May Statistics were taken of the weights of mails exchanged between Offices included in the Universal Postal Union. The Statistics will serve as the basis for calculating the amounts payable for transit charges on international correspondence exchanged in respect of the year 1920 to 1923, inclusive, and will in future be taken triennially instead of every six years as formerly.

Former enemy countries resumed the despatch of Closed Mails to Hongkong during the year; German Offices on 17th March and Austrian Office (Vienna) on 28th September.

On only one occasion were Hongkong Mails lost at sea during the year and that was when the s.s. *Hongmoh* was wrecked on the 1st March off Swatow with great loss of life and complete loss of all mails for Swatow and Amoy. On November 18th, 3 mail receptacles were lost by fire between Paris and London.

THE B.I. S.S. "EGRA."

LATEST ADDITION TO THE STRAITS-CHINA RUN.

Lying in mid-stream with bunting flying and the King's regimental band playing on board, the s.s. *Egra*, the British-India Steam Navigation Company's vessel which has been transferred from the Calcutta-Rangoon-Singapore run to the Straits-China run, was, yesterday afternoon, thrown open for inspection by the Company's Chinese clientele. This fine vessel is to replace the s.s. *Eurydus*, recently returned to Calcutta for service on the Rangoon-Coromandel run, and her speed as well as the excellent accommodation she has for first, second and steerage passengers will doubtless make her one of the most popular steamers plying between Singapore and Amoy.

The s.s. *Egra* was built by Messrs. Workman, Clark, & Company, Belfast, in 1911 for the B.I.S.N. Company and during the war was used by the Government as a fast "trooper." She is 5,108 tons gross, 425 feet long, and has a beam of 52ft. The vessel is of the twin-screw type and is capable of developing a speed of 17 nautical miles per hour. There is accommodation for 50 first-class passengers, 36 second-class and between 2,000 and 3,000 deck (3rd class) passengers. A feature of the vessel is that the 'tween decks have sleeping platforms. The first class cabins are large, and one berth as well as two and three berth cabins are available.

Some idea of the *Egra's* speed can be gained from the fact that her time from Singapore to Hongkong was 4 days 1 hour, which is approximately two days faster than that of the s.s. *Eurydus* when she was on the run.

The skipper of the s.s. *Egra* is Capt. G. W. Sinclair who until recently was master of the *Eurydus*. He is very popular amongst the Chinese clientele of the Company and yesterday there floated at the masthead a finely worked flag bearing Chinese characters on a red background. This souvenir, as well as a beautiful silver cup, was presented to Capt. Sinclair by the Business Guilds of the Fukien and Chiuchow districts. The cup bears an inscription of which the following is a translation:—

"We have great pleasure in writing at the end of the year "Sin Yau" (1921) that our fellow countrymen, having been abroad for a long time, wished to return home and so were lucky in returning by a nice steamer—*Eurydus*. On board of her we received the best treatment from Capt. Sinclair whose kindness we imprinted on our bones and engraved on our hearts so that it is impossible to forget.

Yours very sincerely,

KING SIN TONG,
(Fukien).

YEE ON TONG,
(Chiu Chow).

The *Egra* leaves this afternoon for Amoy, and from there she will return *viâ* Hongkong to Singapore. This will be her usual run.

Large numbers of Chinese visited the vessel yesterday afternoon and refreshments were provided for those who availed themselves of the opportunity of inspecting the steamer.

P. AND O. PLANS.

PROGRESS WITH NEW SHIPS.

A sign of the progress of Eastern passenger services towards a normal measure is seen, says *The Times*, in the publication by the P. & O. and British India Companies, for the first time since 1914, of an advance programme of steamer sailings in the autumn months from London and Marseilles to the destinations served by those companies in India, the Far East, and Australia.

For the Australian service there is a hope that the P. & O. Company will have at least one additional mail and passenger ship—the new *Moldavia*, of 15,800 tons—in commission by the autumn. She will be the first to be delivered of two sister ships. There are, besides, two other mail steamers being built for the company, each of 20,700 tons gross.

Of passenger or cargo steamers ordered apart from its purchase of standard ships, by the British India Company since the close of the war, 13 have been delivered and are now in commission in the company's Indian services, six are approaching completion, and another five are in various stages of advancement.

The *Barrabool*, a one-class passenger steamer of the P. & O. Branch Line, recently ran a series of satisfactory trials on her completion at the Belfast yard of Messrs. Harland and Wolff, and left on her maiden voyage to Australia *viâ* the Cape on May 3rd. The fourth of this series of vessels, the *Balranald*, had been delivered, and is to be followed by a sister ship, the *Bendigo*. These will bring the P. & O. Branch Line fleet to a total of nine modern vessels in commission aggregating 111,076 gross tons, or an average of 12,342 tons per ship.

The P. & O. Branch Line's original fleet consisted of five vessels of the old Blue Anchor Line, taken over by the P. & O. Company in 1910, of a total of 29,600 tons, or an average of 5,920 tons gross. The *Commonwealth*, the last surviving of the original fleet, has recently been withdrawn from service.

THE PENANG MILLIONAIRE WILL CASE."

PROSPECT OF FURTHER PROLONGATION.

"MAKING A MOCKERY OF THE COURTS."

A disconcerting prospect has opened up in the Penang millionaire will case which has been before the Chief Justice in the Supreme Court more or less continuously since last December. An agreement was apparently come to in Chambers not to go into certain aspects of the case in the hope of shortening it, if possible. Yesterday afternoon a dispute arose as to terms of this agreement and the suggestion was made that a great deal of fresh material would have to be opened up, postponing still further the end of the interminable case.

The object of the case is to determine whether the claimant is the son of the testator or not, or whether he is impersonating a dead son of the testator. There is a great deal of direct evidence and inferential evidence. The defence understood that all reference to the indirect evidence was barred by agreement and they objected to Mr. Brutton dealing with documents which they held to be indirect evidence.

Mr. Eldon Potter intervened with an objection whilst Mr. Brutton was addressing the Court.

Mr. Brutton: I am not confined to direct evidence of death. I am clearly entitled—

The Chief Justice: If this case is going to entirely monopolise the work of the Court I am going to take it one day a week for the next twelve months. I will not allow this Court to be made a mockery of as it has been since the Penang case started. I have spoken strongly about it already, and if this is going on I shall take the other work of the Courts and give a day only to the Penang case.

Mr. Brutton: In fairness to myself I think it is only right—as I see the reporters are here—to point out to your Lordship that this action was brought here because the two principal defendants are here; all the principal people in it are here, all the witnesses for the plaintiff are here, with the exception of two. There is money in the Colony belonging to the estate and it is an action for an account. Supposing we had brought this action in Penang, the plaintiff, being unknown there, would have had to give security for costs and all the witnesses would have had to be taken there.

The Chief Justice: If application had been made to me in this case to change the venue I would have done it without the slightest hesitation.

Mr. Brutton: And you would have debarred the plaintiff from any rights whatever.

The Chief Justice: Anyhow, that is not the question now. Apparently after an attempt to narrow the issue the whole question is to be discussed over again. It is a pure waste of time. Why did you agree to narrow the issue at all? If you say at once," I ought not to have agreed to anything," that is quite frank; but you agreed to narrow the issue and that agreement is absolutely a farce.

Mr. Brutton: No, my Lord, if you will only listen for one moment, it is not farce, because if you come to the conclusion that this boy is alive, what difference does it make whether the books are forgeries, whether the accounts are correct, or whether the right name is on the tombstone? If you are satisfied he is alive, and the family treated him as alive, there is an end of the case. So it does narrow the issue absolutely. In the same way, if you say "I am satisfied the boy is dead" that is the end of the case. You have heard all Mr. Potter's evidence as to death. I am asking you to hear me as to life.

Mr. Potter: Your Lordship has not heard anything like all the evidence as to death, but the direct evidence only.

Mr. Brutton: I could not possibly have agreed to what Mr. Potter contends. If I consented on behalf of my client, all I can say is he could sue me at once for negligence, because I am cutting out all documentary evidence in the case.

The Chief Justice: It is very unfortunate that the agreement was arrived at in the terms it was in Chambers.

Mr. Brutton: It is, and it works greater hardship on me than on anybody.

The Chief Justice: You must proceed to-morrow morning, Mr. Potter.

Mr. Potter: I do not think I possibly can; with the greatest deference to your Lordship. I shall have to go through the whole case and look up every point in it.

The Chief Justice: Then adjourn the case for a month.

(*Continued at foot of next column.*)

A NEGLECTED MUI TSAI.

SMOTHERED IN "ITCH" AND BEATEN WITH FIREWOOD.

The attendance of a number of Chinese women of all classes when a charge of assaulting a *mui-tsai* was brought before Mr. Hamilton in the Police Court, yesterday, was an encouraging indication of a more sensitive public conscience amongst the Chinese on this question. The Magistrate took the opportunity, in dealing with the defendant, to make some observations calculated to impress the audience as well as the person before him.

Li Pak Mui, a woman apparently in moderate circumstances, was charged with assaulting her *mui-tsai* on June 14th.

The *mui-tsai*, a child apparently between eight and ten years of age, stated that her mistress beat her with a piece of firewood and, when she cried, threatened to beat her still more. She took the first chance of getting out of the house and the neighbours advised her to go to the Police Station, which she did. The child added that she was kidnapped from her parents and sold to her present mistress.

Dr. J. T. Smalley, Government medical officer, deposed that he examined the child on June 14th and found "a whole series of bruises upon her, of even date." There were three on the back of the left thigh, three on the front of the right thigh, one in front of the left thigh, one at the back of the elbow, one at the back of one shoulder and one on the buttock. The bruises must have been caused by blows with something fairly broad: not a sharp instrument. They were not severe, but they were not small.

"The girl was absolutely smothered in itch," added the doctor; "not a square inch of the body was free."

The Magistrate: Did it show any signs of having been under treatment?

Dr. Smalley: I could not say whether it had been treated: it wanted treatment badly; it was in a very active state.

Otherwise, was her general condition good or bad?—Her general condition was well nourished.

Are you of opinion that those bruises were consistent with the proper chastisement which it is necessary to inflict on children?—I do not call it severe punishment. It looks as if it had been done with a bit of firewood. The bruising is not severe; I admit it is pretty generally distributed all over the body, but it is not anything like as bad as I have seen.

Dr. Smalley added that apparently the woman was administering a beating in the usual place and the child wriggled and received many blows on the front of the thighs.

The Magistrate: Are they bruises you would have felt ashamed to see on your own children, inflicted by yourself?

Dr. Smalley: Personally, I should not go to that length.

They are on the border line of severity?—Yes, but they were not done with a very heavy hand, whatever they were done with.

Dr. Y. S. Chung, medical officer in charge of Hunghom Chinese Public Dispensary, was called at the request of the defendant. He said the child was brought to him in March, suffering from bronchitis. He had no note of its having itch then.

The Magistrate (to defendant): Evidence has been given that this girl has been beaten.

Defendant: I deny I have assaulted her. She was in that condition when she came to me first, in the tenth moon last year.

Then, how do you account for the bruises?—She had skin disease when she came to me.

Yes, but you don't get bruises with skin disease?—She scratched herself.

In March she had no sign of skin disease. What about her bruises?—I did not strike her much.

The Magistrate: I find you guilty of an assault. But for the fact that Dr. Smalley says she was well fed and not dangerously hurt, I should have sent you to prison without the option of a fine. Not only was she severely beaten but nothing was being done to treat her skin disease. Such people as you are not fit to have charge of children; it is persons like you who have brought the whole *mui-tsai* system into discredit and ruin. I fine you $100, and in default of payment you will have to go to prison for two months. It is further directed that this child be taken from your custody and handed over to the S.C.A.

Mr. Potter: The only suggestion I can make is that you should treat this case as though you had stopped me and called on Mr. Brutton. It seems to me Mr. Brutton is to blame for this misunderstanding, and that, therefore, the only logical conclusion is to call on him to go on and allow him to argue any moral point he likes and then hear us on those points. Then, if he likes to reply, let him do so: I do not want to stop him. I have not the slightest objection to Mr. Brutton's having the last word. I do not get any tactical advantage. I am only trying to make some suggestion for getting rid of this endless case.

Mr. Brutton: I really must ask that Mr. Potter should finish his address to your Lordship, otherwise I do not know what I have to meet.

Mr. Potter: I think the only logical thing is for Mr. Brutton to go on.

The Chief Justice: The Court will adjourn until to-morrow morning.

The Court then rose.

NEIGHBOURS AT VARIANCE.

SUMMONED FOR USING INSULTING LANGUAGE.

The remand case in which Mr. Peter Julyan, senior clerk of the Public Works Department, summoned Mrs. Gutierrez for using insulting language towards Mr. Julyan's daughter, came up for hearing at the Magistracy, yesterday morning, before Mr. Lindsell.

Mr. F. E. Nash appeared for the complainant and Mr. Russ for the defendant.

Mr. Nash, in outlining the case, said that the complainant had seen 35 years' of Government service and that he now lived at No. 15, Robinson Rd. The defendant, Mrs. Gutierrez lived at No. 17. Mrs. Gutierrez's children annoyed the complainant frequently by throwing stones into his garden, and they jeered at Miss Julyan. Instead of checking the children Mrs. Gutierrez occassionally took part with them. On the day in question while Miss Julyan was proceeding along Robinson Road she met Mrs. Gutierrez who shouted out that she was the daughter of a concubine. Miss Julyan felt this slur very much. The defendant took no notice of a solicitor's letter that was sent to her, and only finally desisted from jeering when proceedings were brought against her by the complainant.

Mr. Russ said that his client did not deny the use of insulting language, but said that provocations came from the other side as well. On the 11th June while Mrs. Gutierrez was coming home from church Miss Julyan stated at her; Mrs. Myers who was with Mrs. Gutierrez at the time asked if the girl was Mrs. Julyan's daughter. She replied that she was the daughter of a concubine.

In reply to the Magistrate, Mr. Russ said that if the prosecution would agree not to "make faces" at his client she would undertake not to annoy the complainant's family in the future.

Mr. Nash said that, as this had not happened in the past his client was not prepared to enter into any undertaking.

Mr. Julyan was the first witness called and said that he had been in Government employ since 1888. He had lived at his present address for three years and Mrs. Gutierrez had lived next door for nearly a year. The trouble, he said, had been going on for some time. His neighbour's children climbed the garden wall, threw stones into the garden and, with the aid of a pea shooter, blew peas into the rooms of the house.

Mr. Nash: Did they make use of any words?

Witness: Oh, yes, they used obscene language.

Continuing, the witness said there were a number of children, but the three elder were the worst. These three were between the ages of 12 and 14 years. In consequence of this trouble, Mr. Julyan referred the matter to his solicitors and a solicitor's letter was sent to the defendant, but the children did not desist from their annoyance. Witness added that Miss Julyan was his wife's daughter.

Cross-examined by Mr. Russ, the witness said that the trouble came from the defendant and her children, and not from other children

Mrs. Russ: Does not your daughter shout at her?

Witness: No.

Mr. Russ: Did not your daughter beat their dogs?

Witness: Yes, she did; it was a rabid dog with flaming eyes and foaming mouth.

Mr. Russ: Did she kill it?—No.

Your daughter stared rudely and made faces at Mrs. Gutierrez?—You can't help looking at a person.

Both sides make complaints about the other?—We were at peace until that hooligan of a boy came to live by us and started causing trouble. He has been expelled from more than one school in the Colony already.

After Miss Queenie Julyan, daughter of the last witness, had given evidence, Mr. Russ submitted that there was no evidence produced which was likely to cause a breach of the peace.

The Magistrate did not agree and the evidence for the defence was called.

Mrs. Edwijges Maria Gutierrez said that on the 11th June she was returning from mass, walking along the road with her children; her husband and Mrs. Myer were walking behind. Miss Julyan passed by and stared at her. Then Mrs. Myer asked: "Is this Mrs. Julyan's daughter?" I replied: "She is the daughter of Mrs. Julyan's sister." There was no other provocation except staring.

She stares at us every time she sees us," added the witness.

In cross-examination, Mr. Nash asked: If Miss Julyan didn't look at you she would run into you. She would not be able to see if she kept her eyes on the ground?

Witness: Oh she stared at me in a queer way.

Mr. Nash: How would you like to be called the daughter of a concubine?—I simply replied that Miss Julyan was the daughter of a concubine.

The Magistrate: That was not a very tactful remark to make when anybody else could hear.

The Witness: I simply replied to Mrs. Myer's question.

The Magistrate: Don't you think you might have waited until she was out of hearing.

The witness: She was at some distance.

The Magistrate: Yet she heard your remark. I expect she was meant to hear it.

The Witness: She may have heard it?

The Magistrate (sternly): Then you had no business to make it.

Mrs. Marie Mackintosh Myer corroborated Mrs. Gutierrez's story and added that she did not know Mr. Julyan's family very well, but later admitted in cross-examination that she had been to his house at a birthday party.

The Magistrate, in finding for the complainant, said that he was satisfied that the remark was made with the intention of annoying Miss Julyan, and that such a remark was likely to cause a breach of the peace. His Worship bound the defendant over in a personal bond of $100 for a period of twelve months.

(*Continued at foot of next column.*)

CORRESPONDENCE.

THE WATER SHORTAGE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—While the Government restricted the supply of water in the different districts of the Colony I have to express through your valuable columns the feelings of the inhabitants in the Colony.

1.—Why should Saiyingpun district be restricted first, and Wanchai be restricted second, while the Central still has the privilege of using water without a limit?

2.—The previous few days' heavy rains fell, but still the restriction continues while fighting for water is seen in every street and it is rumoured all over the Colony that the Government have so much water as to supply Macao.

3.—We understand that when the Colony lacked rice or firewood the Government tried every way to prevent any shortage of supply to the inhabitants. Why, therefore, cannot the Government supply the inhabitants with enough water which, in comparison with rice and firewood, is a far smaller question?

In the first case I am sure the people of the Central District do not pay more taxes to the Government, and, on the other hand, the Government will not think that they are more rich or more noble people and for these reasons should have better treatment.

In the second and third cases no matter whether the Government have or have not supplied Macao with water, rice and firewood are far harder to get than water, yet the Government did their best to supply the inhabitants. Why in this smaller question, the supply of water, did the Government not try to obtain enough water to supply the population?

Fighting is seen everywhere on account of water, and those who live on top floors or higher stories can never get a drop of water. I hope the Government will see their way to relieve the inhabitants of this hardship.—Yours, etc.,

A HONGKONG INHABITANT.

Hongkong, June 27th, 1922.

"COCKNEY MASQUERADING IN THE KILT."

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—Ilka lassie has her laddie, and ilka Anglo-Saxon a right to his cocksureness.

Ilka speaker may then perhaps be permitted to drop, in familiar address, into an occasional colloquialism.

Acquaintance with more than one dialect of Lowland Scotch persuades me that that is the height of my offence. I am quite aware that "others of that ilk" is neither logical nor precise, though it is not a cockneyism. However, had I known it would have astounded some purist almost or quite out of his courtesy I would have used another expression.—Yours, etc.,

J. KIRK MACONACHIE.

Hongkong, June 27th, 1922.

YOU WILL GET

QUALITY AND SERVICE

AT

LANE, CRAWFORD'S

GROCERIES AND PROVISIONS OF THE FINEST QUALITY AT MOST ECONOMICAL PRICES.

COMPARE OUR PRICES WITH THOSE YOU HAVE BEEN PAYING.

OUR QUALITY WILL SPEAK FOR ITSELF.

FREE DELIVERIES.

LANE, CRAWFORD, LTD.

TELEPHONE 1741.

A NEW STOCK OF

BAROGRAPHS.

The

Special Self Recording Barometer

AND

The B.O.T. Pattern

Marine Mercurial Barometer

AT

LANE, CRAWFORD, LTD.,

HONGKONG.

COLUMBIA RECORDS

FOR

JUNE—JULY.

JUST RECEIVED

AT

ANDERSON'S

(OPPOSITE CITY HALL).

The Powell Co.

TELEPHONE 3146.



"ATLAS"

SHIRTS for SUMMER WEAR.

We have a good assortment of White Shirts in Substantial Light-Weight Materials with Stiff, Double or Button Cuff.

"Atlas" Shirts are Perfect fitting, the wear and dye being guaranteed.

DRESS SHIRTS A SPECIALITY.

INSPECTION INVITED.

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1919, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on SATURDAY, 1st July, 1922.
Hongkong, 27th June, 1922. [1165

G. R.

IMPORTS & EXPORTS OFFICE.

GENERAL HOLIDAY.

THIS DEPARTMENT will be open for all purposes from 9 A.M. to 12 Noon on SATURDAY, the 1st JULY, 1922. Licensed Warehouses will be entirely closed on that day.

N. L. SMITH,
Superintendent,
IMPORTS AND EXPORTS.
Hongkong, 27th June, 1922. [1166

EX-ACTIVE SERVICE MEN'S ASSOCIATION.

1914-1919.

AN EXTRAORDINARY GENERAL MEETING of the about Association will be held in the EXMA CLUB on THURSDAY, JULY 6TH, at 8.30 P.M., for the purpose of considering a proposed alteration in the Membership Rule and other important general business.

F. P. FRANKLIN,
H. J. TIMPERLEY,
[1162] (Joint Hon. Secs.)

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 3rd day of July, 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of one Lot of CROWN LAND at Shamshuipo in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 24 years, less 3 days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Measurements. N.	E.	S.	W.	Contents in square feet.	Annual Rental.	Upset Price.
New Kowloon Inland Lot No. 978.	Adjoining New Kowloon Inland Lot No. 977 on the Kuk Street.	As per sale plan.	feet.	feet.	feet.	feet.	about 1,080	$ 4	$ 240

[1163

S.S. "CHAMBORD."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, also Cargo from HAVRE, LONDON & GOGNAC ex s/s "COMMISSAIRE PIERRE LECOCQ" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after the 2nd of July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th of July or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Friday, the 29th instant, at 10 A.M.

No Fire Insurance has been effected.

A. JOBARD,
Acting Agent.
Hongkong, 26th June, 1922. [1164

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "GLAUCUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 27th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 3rd July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 17th July, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th June, 1922. [1167

INTIMATIONS

NOTICE.

THE ORIENT TOBACCO MANUFACTORY, MONGKOK, HONGKONG.

JUDGMENT was delivered on the 5th day of May, 1922, by the Chief Justice of the Supreme Court of Hongkong in an action which was brought by CARL INGENOHL against Messrs. OSEN & Co., INC. OF MANILA which decided (*inter alia*) that CARL INGENOHL carrying on business at Mongkok, Hongkong under the style of the ORIENT TOBACCO MANUFACTORY was entitled to the exclusive use of certain Trade Marks and also Trade Names, the chief of which latter are, "LA PERLA DEL ORIENTE," "EL COMETA DEL ORIENTE" and "IMPERIO DEL MUNDO" used by him in connection with the sale of cigars manufactured by the said Factory. The Trade Marks in question can be inspected at any time in the Offices of the undersigned and bear the said Trade Names or one of them.

On the 17th day of May 1922, on behalf of Mr. INGENOHL and the ORIENT TOBACCO MANUFACTORY, Mongkok, the undersigned circularized notices to this effect together with copies of the Trade Marks and Trade Names in question to various cigar dealers and retailers in Hongkong. In spite of this fact, we are informed that various dealers are selling cigars bearing the various Trade Marks and Trade Names in question which cigars have not been manufactured by the ORIENT TOBACCO MANUFACTORY, Mongkok.

This notice is, therefore, published to inform those concerned that it is the intention of Mr. INGENOHL to take proceedings against any person, firm or corporation having in their possession for sale cigars bearing the said Trade Marks and/or Trade Names which have not been manufactured by the ORIENT TOBACCO MANUFACTORY, Mongkok.

DEACON, LOOKER, DEACON & HARSTON,
1, Des Voeux Road Central, Hongkong.
Solicitors for CARL INGENOHL and The ORIENT TOBACCO MANUFACTORY.
1161

HONGKONG TRAMWAY CO., LTD. (INCORPORATED IN THE UNITED KINGDOM).

NOTICE.

CERTIFICATE No. 2691 for 200 Shares of this Company in the name of DR. JEU HAWK of 70 Queen's Road Central, Hongkong, has been LOST or STOLEN, and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 days from the date hereof, a duplicate Certificate for the said Shares will be delivered to DR. JEU HAWK, and the original Certificate will thereafter be deemed cancelled and of no effect.

W. E. ROBERTS,
Secretary.
Hongkong, 15th June, 1922. [1129

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENLEDI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LTD., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 13th July, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO. LTD.,
Agents.
Hongkong, 22nd June 1922. [1154

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship "KEELUNG" having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 30th June, 1922, will be subject to rent.

All Claims against the steamer must be presented to the Undersigned on or before 7th July, 1922 or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 A.M. and NOON within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
1168] General Agents.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1921.

With INDEX, Price $7.50.

On sale at the *Hongkong Daily Press*.

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER,

BY

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Plans

PRICE — ... — $1.75

On Sale at

Hongkong: "DAILY PRESS" Office.
" Messrs. KELLY & WALSH, Ltd.
" Messrs. BREWER & Co.
Canton Messrs. A. S. WATSON & Co.

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes ABC, QV, RF, RU, RW, TB.

WANTED.—Position by an Experienced Book-keeper, well conversant in accounting, typewriting and general office routine. Apply to Box T.G., c/o *Daily Press* Office. [184

TO LET.—Single and Double Bed Sitting Rooms To Let. Mid level. For terms etc., Apply Box T.D., c/o *Daily Press* Office. [181

FOR SALE.—Perfectly New Indian Powerplus Motor Cycle with Side-car—1920 Model and electric equipped. Has only been on road for two days. Apply Box T.E., c/o *Daily Press* Office. [182

WANTED.—Young Lady Steno Typist, seeks POSITION in any Office. Moderate salary. Apply Box T.F., c/o *Daily Press* Office. [183

WOULD any Peak Resident care to sub-let Room (furnished, unfurnished or partly furnished) to Bachelor of quiet habits? Would provide own servant; principal meals elsewhere. Please write Box T.C., c/o *Daily Press* Office. [180

WANTED CHINESE ASSISTANT for Wine and Spirit Merchants. Apply stating experience and salary to Box T.B., c/o *Daily Press* Office. [179

WANTED—Experienced SHORTHAND TYPIST. Apply to A.B.C., care of the office of this Paper. Beginners need not apply. [173

TO LET.—Top Flat in Orient Buildings, Coronation Road, Kowloon, Apply Box "T.A." c/o *Daily Press* Office. [178

OFFICES WANTED—3 rooms. Central Situation. Apply Box S.L., c/o *Daily Press* Office.

TO LET.

NEW EUROPEAN FLAT situated in Wantsai Gap Road near Bowen Road. Apply to COMPRADORE DEPARTMENT of Banque de L'Indo-Chine. [1068

TO LET.

From 1st July, 1922 or Earlier if Required.

SUITE of 5 OFFICES, 2nd FLOOR of 15, 16, 17, 18 & 19, Connaught Road Central. Verandahs to each room FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 c/o *Daily Press* Office. [750

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.
Further details apply
435] W. G. HUMPHREYS & Co

FOR SALE.

ABSOLUTELY NEW

(1) Two 80 BHP. Single Cylinder Bolinder Oil Engines. Revs. 225 per minute.
(2) Two 50 BHP. two cylinder Bolinder Oil Engines direct connected to 25 KW. 115 Volt direct current (compound wound) dynamos complete with back of board field rheostat for each machine.
(3) Two oil fuel tanks capacity of each 20 tons.

Apply to Bolinders
940 C/o *Daily Press* Office

DAIRY FARM NEWS.

Your health depends upon your Ice Box.

Insure yourself against Summer ailments by having everything cooled with our pure

CRYSTAL ICE.

PASS BOOKS ON APPLICATION.

THE DAIRY FARM, ICE & COLD TORAGE CO., LTD.

FIEUZAL GLASSES.

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central.—ADVT. 562

INTIMATION

WATSON'S LOTION

for

PRICKLY HEAT.

A SOVEREIGN REMEDY.

Has been well and favourably known for many years.

A. S. WATSON & CO., LTD.,

Hongkong Dispensary.

HONGKONG OFFICE: 10A, DES VŒUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 28TH, 1922.

THE FOUR-POWER TREATY.

THE Treaty of Alliance between Great Britain and Japan does not really terminate before the ratifications of the Four Power Treaty negotiated at the Washington Conference have been deposited at Washington. That, however, should not be much longer delayed. The American Senate ratified the Treaty in March last by 67 votes to 27. By this act an American paper says the Senate abandoned a policy of "aloof Americanism which had endured since 1778." In point of fact we should say that America abandoned that policy twenty years ago when Colonel JOHN HAY, the Secretary of State of the day, actually took the initiative in arranging an international agreement to respect the policy of the "open door" in China and equal opportunity for the trade of all nations. The Four Power Treaty does nothing more than provide that the signatory Powers—the United States, British Empire, France and Japan—agree as between themselves to respect their insular possessions and insular dominions in the regions of the Pacific. In other words, it means that the four Powers are severally pledged not to embark on any enterprise of territorial aggrandisement in the regions of the Pacific Ocean. Yet when the Treaty came up for ratification in the United States Senate, it was assailed by no fewer than thirty-one amendments and reservations. Only one survived and that one became attached to the Treaty in the form of a reservation reading as follows: "The United States understands that under the statement in the preamble or under the terms of this Treaty, there is no commitment to armed force, no alliance, no obligation to join in any defence." If that be so, one wonders what use it was to enter into this formal treaty. The preamble which is governed by this reservation reads: "If there should develop between any of the high contracting parties a controversy arising out of any Pacific question and involving their said rights which is not satisfactorily settled by diplomacy and is likely to affect the harmonious accord now happily subsisting between them, they shall invite the high contracting parties to a joint conference to which the whole subject will be referred for consideration and adjustment; and if the said rights are threatened by the agressive action of any other power the high contracting parties shall communicate with one another fully and frankly in order to arrive at an understanding as to the most efficient measures to be taken jointly and separately to meet the exigencies of the particular situation." This may not necessarily imply measures involving the employment of armed force, but it certainly covers that contingency. Of course, even though there be failure to satisfactorily settle disputes "by diplomacy" other means in these days are open, such as The Hague Tribunal, or the International Court of Justice created by the League of Nations. Mr. ASQUITH, in quite another connection, a little while ago, urged that "Britain should resolutely avoid entangling engagements," and when asked to define the meaning of the phrase, he replied: "I mean anything in the nature of an alliance, compact, or understanding with a single Power or group of Powers, which could bind us to military action." He added that all guarantees should collectively be made through the League of Nations. That is probably the view behind the American reservation to the Four Power Treaty, though America still remains outside the League. What the other signatories to the Treaty think of America's reservation we do not know. It has, no doubt, been the subject of an exchange of views which probably accounts for the fact that it is only within the past week that the Treaty has received the formal approval of Japan. We believe all the four Powers concerned have now ratified the Treaty and it can be only a matter of days, or at least of a few weeks, before the much-criticised agreement between Great Britain and Japan, which was concluded at London, on July 13th, 1911, is formally terminated by the deposit at Washington of the ratifications of the Four Power Treaty which was designed expressly to replace it.

Mr. H. P. White returned to the Colony yesterday from Shanghai by the French mail steamer.

A Chinese woman, who gave evidence in an opium case, was fined $50 yesterday, by Mr. Lindsell, for perjury.

Mr. Denby, the U.S. Secretary of the Navy, is coming over to Japan this summer with the Annapolis Class of 1881 who have been invited by Admiral Urin (a member of the class) to hold its reunion in Japan this year.

The Kwangtung Provincial Assembly was unable to hold its third session last week through lack of a quorum. It is stated that there are many subjects on the agenda, but few members care to bear the responsibility for them!

A proposal is under consideration to alter the membership rule of the ex-Service Men's Association. Among to-day's advertisements is one calling an extraordinary general meeting of members to consider this and other important general business.

Two *mui-tsais*, living at Hunghom, were bound over by Mr. Hamilton at the Magistracy, yesterday, after conviction for theft of a box containing $470. A woman, thought by the Magistrate to be the instigator of the theft, was discharged as there was not, Mr. Hamilton said, sufficient evidence to warrant a conviction.

A motor-car accident occurred in Connaught Road West on Monday. A coolie carrying stones across the road from a junk to a godown was knocked down by a motor-car belonging to the United Motor Company. The coolie was taken to Hospital by the driver where it was found that the injuries sustained were of a very serious nature.

A Chinese theatrical matshed at Shaukiwan East was partly destroyed by fire on Monday evening at seven o'clock. The place had been used earlier in the evening for a theatrical performance but was empty at the time of the outbreak. Two Chinese firemen and the district police were soon on the scene and saved the shed from total destruction.

Saturday next is a public holiday. Announcements by the Banks and the Imports and Exports Office will be found among to day's advertisements.

In the recent troubles in Canton the Municipal Public Health Department closed down and we read that as a result "dirt and rubbish in all the streets of the city has accumulated in heaps and the smell is very foul." The inhabitants are requesting the police authorities to employ coolies to clean up the dirt "for the sake of public health as well as for the observance of the hygienic regulations," as the *Canton Times* puts it.

While in Hongkong we are experiencing a drought such as we have not known for many years, it is curious to read in the Canton press of floods in many districts. Mention was made in our yesterday's issue of the floods at Fatshan and in the city of Canton. We now read of serious floods in the East River region, and in the silk producing districts of Shuntak, Namhoi, Hoingshan and Sunwui, the "heavy rain has destroyed the greater part of the mulberry trees and many of the cocoons," and the second crop of silk will, therefore, be ruined to a large extent. Floods in the vicinity of Pakhoi are said to have caused the deaths of "hundreds of people," and rendered many more homeless and without food. The railway track on the Yue Han line which was damaged by flood has been repaired and trains are again running between Wongsha and Shinkwan.

The people in Canton, our Chinese-English contemporary there tells us, "are quite excited and furious over the notice issued by the Traffic Manager of the Canton-Kowloon Railway. This notice requires that all fares and freights must be paid in Hongkong currency or its equivalent in Canton subsidiary coin. The Cantonese are very indignant over this notice, for the Chinese Section of the said railroad is owned and operated by Chinese. Why should the manager refuse to accept his own provincial subsidiary coins for payments but welcome promissory notes issued by the Hongkong bankers." May we intrude with the observation that it does not appear from the terms of this paragraph, that the manager does "refuse to accept his own provincial coins"? What he is demanding is either Hongkong currency, or its equivalent in Canton subsidiary coin.

THE LATE FIELD MARSHAL SIR HENRY WILSON.

MEMORIAL SERVICE AT ST. JOHN'S CATHEDRAL.

A memorial service for the late Field Marshal Sir Henry Wilson was held yesterday morning in St. John's Cathedral. There was a large attendance of officers and men of the Garrison and of the Navy, and many civilians were present. The congregation included H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.) and Mrs. Severn, the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E. (Colonial Secretary), Lieut.-Colonel W. N. Nicholson, Commodore Grace, the Hon. Mr. T. L. Perkins. The Ex-Active Service Men's Association was represented by Mr. Tresdale Mackintosh and Mr. F. P. Franklin. The Band of the King's (Liverpool) Regiment was present and troops formed the choir.

The service was conducted by the Rev. Copley Moyle (Chaplain of the Cathedral), the Rev. H. S. Crole-Rees, R.N., read the lesson and the Rev. M. W. Shewell, Chaplain of the Forces, read the prayers.

There was no address. The band played Chopin's Marche Funebre at the commencement of the service and at the end the Dead March in "Saul." The hymns were "Now the Labourer's Task is O'er" and "On the Resurrection Morning." Psalm 90 was sung and special prayers were offered. At the end of the service buglers sounded the "Last Post."

All Naval and Military flags were flown at half-mast, and minute guns were fired.

ATTEMPTED LIGHTNING ROBBERY.

JEWELLERY CASE SMASHED OPEN AT SUN. CO. STORE.

THIEF FIRES UPON THE CROWD AND IS SHOT HIMSELF.

A sensational robbery occurred last night at the premises of the Sun Company, —the big Chinese department store in Des Vœux Road West. Shortly after six o'clock a Chinese dashed into the jewellery department, smashed open a case of valuables, and tried to get away with as much as he could lay his hands on.

Immediately there was a rush of everyone in the vicinity in pursuit of the thief and, seeing that he was likely to have some difficulty in getting away, the man whipped out a revolver and fired it, hoping to intimidate the pursuers. The report of the firearm, however, only served to warn the police in the street and the thief was fired upon and wounded —it is believed rather badly. He was taken to the Government Civil Hospital.

The affair caused a great sensation and commotion in the district for some time.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE IRISH SITUATION.

BONAR LAW MAY LEAD OPPOSITION.

LONDON, June 26th.

Mr. Lloyd George disclosed in the House of Commons on Saturday, the Government's views regarding the Four Courts rebels, which would be communicated to the Provisional Government and be the first business of the Irish Parliament when it meets on Saturday.

Mr. Churchill's skilful speech rallied the wavering Government supporters, and the subsequent die-hard attack fell flat, but liberal commentators to-day are disquieted, lest, while achieving the object of easing a difficult Parliamentary situation, the speech will have a bad effect in South Ireland.

Conservative newspapers declare that the Government has got to wind up.

Mr. Bonar Law's intervention in the debate is much discussed: for while refusing to withdraw his support from the Government, he emphasised the anxiety of the situation, and declared that if the Government did not see the thing through, he would be against them.

This hint that Mr. Bonar Law might be compelled to lead the opposition to the Government, is regarded as introducing a new factor into the situation.

ARREST OF REBEL COMMANDANT.

LONDON, June 26th.

The rebel headquarters at Four Courts, Dublin, announce that their director in the Belfast boycott, Commandant Henderson, was arrested by the provisional authorities and taken to Mountjoy Prison, despite the undertaking that he would be treated as an officer and not as a criminal.

The arrest was made after the regular Irish Republican Army troops, in two armoured cars, had frustrated Commandant Henderson's raid on a Belfast firm's garage in Dublin.

MR. LLOYD GEORGE ON PROTECTION OF LIFE AND PROPERTY.

LONDON, June 26th.

Mr. Lloyd George submitted that the negotiations were justified whatever befell. He was not willing to accept the theory that the treaty was a failure, and disorder and dislocation were inevitable during the transition period. Nevertheless he was disappointed at the manner in which the Provisional Government was gripping the problems of protection of life and property. The precautions taken were inadequate, and it was essential that organised defiance should be ended quickly.

The Irish Parliament now had the authority of the people and by that test the treaty must stand or fall, and he was not asking the House to sanction a policy of indefinite acquiescence in the defiance of the treaty.

Where they were pressing the North to deal impartially with all religions, they were insisting on the South's adherence to the treaty in every particular, and if this failed then it would be for the House to take action.

A die-hard motion for a reduction in the Irish vote was rejected by 332 votes to 75.

EARLIER CABLES.

MR. CHURCHILL'S NOTEWORTHY WARNING.

LONDON, June 26th.

Mr. Churchill, in the House of Commons, made a statement on the Irish Office Vote. He declared at the outset that the Government desired a full debate terminating in a division. He said the two halves of the Imperial Government's policy were completed, and a new stage was beginning the conditions of which would be vastly different from the first. South Ireland had been given an opportunity freely to express its opinion on the Treaty and to show what it could do to make an ordered State. Secondly, Ulster had been supplied with the means of resisting attempts by Sinn Fein extremists to force her to submit to the rule of Dublin. She was supplied a month ago with 50,000 arms and all the equipment of a defence force. The primary cause of the horrors in Belfast was the illegal maintenance of the two so-called I.R.A. Divisions in Ulster which the Provisional Government was unable to disperse, but there was no excuse in Ulster now for lawless reprisals against Catholics.

Mr. Churchill rejoiced that Sir James Craig's Government was effectively controlling the situation, as was evidenced by the absence of reprisals for the murder of Sir Henry Wilson. The situation on the Ulster frontier was made much easier by the triple agreement. A neutral zone had been established at Pettigo and Belleek, the Imperial troops alone maintaining order. The experiment, if successful, would be extended to the whole border. The crude, criminal design of breaking down the Northern Government by disorder within and pressure without must cease. Assassination must not make us swerve from policy.

Mr. Churchill concluded: Now that the Provisional Government is supported by the people, the Imperial Government will no longer tolerate the many gross lapses against the spirit of the Treaty. The occupation of the four courts in Dublin by the self-styled I.R.A. Headquarters, encouraging outrages in South Ireland Ulster and probably Britain, for the avowed purpose of wrecking the Treaty must cease. The time has come expressly to request the strengthened Irish Government speedily to end this sort of thing. If through weakness or lack of courage it is not ended, the Imperial Government will regard the Treaty as formally violated and not take steps to carry out or legalise its further stages and will resume full liberty of action to any extent necessary to safeguard the interests and rights entrusted to our care. (Lord cheers.)

RATHENAU ASSASSINATION.

COLLISIONS BETWEEN WORKMEN AND MONARCHISTS.

BERLIN, June 26th.

Eleven members of the Bavarian secret society "Consul" have been arrested in connection with the assassination of Dr. Rathenau.

The deceased Minister's State funeral will be held to-morrow, the cortege proceeding from the Reichstag to the family vault at Oberschoenelde. The route will be lined with Reichswehr.

Collisions between workmen and monarchists are reported from Loschwitz, Nuremberg, and Freiburg. The casualties were not serious.

Capt. Karlewillessen, brother of the suspected murderer of Erzberger, has been arrested at Flensburg, and Capt. Hoffmann, who is also suspected of complicity in the recent attempt on the life of Scheidemann, has been arrested at Munich, both in connection with the Rathenau assassination.

DR. WIRTH TEMPORARILY FOREIGN MINISTER.

BERLIN, June 26th.

It is officially announced that Dr. Wirth will temporarily act as Foreign Minister.

RECONSTRUCTION OF DEVASTED WAR AREAS.

SCHEME OF GERMAN PARTICIPATION UNDER CONSIDERATION.

PARIS, June 26th.

M. Poincare (the Premier), and M. Troequer, Minister of Public Works, have considered the question of German participation in the construction of public works in France, in accordance with the Treaty of Versailles.

The schemes include hydro-electric works, railways, a channel tunnel, ports and canals, with a total cost of eighteen and a half milliard francs. Germany will provide labour and materials, and the revenue from the works will be earmarked for the reconstruction of the devastated regions. There is no doubt that the reparations commission will soon agree to the scheme.

CLIMBING MOUNT EVEREST.

EFFORT DEFINATELY FRUSTRATED.

LONDON, June 26th.

Sir Francis Younghusband, in addressing the Royal Geographical Society, stated that he feared that the breaking of the monsoon on the 3rd inst. had definitely frustrated the effort to reach the summit of Mount Everest, but climbers had accomplished much, despite the terrific weather, and they had ascertained that the final 1,700 feet of the mountain was not difficult.

CONTROLLING THE RUBBER OUTPUT.

ANOTHER SCHEME PUT FORWARD.

AMSTERDAM, June 26th.

A conference of the International Association of Rubber Growers and the Dutch Indies Rubber Companies is opening here to-day. It will consider the proposal of Herr Burger, the managing director of Serbadjadi Rubber Company whereby producers and merchants would form a pool of 100,000 tons of rubber, which would be administered by the Rubber-Growers Association, the rubber trade associations in London and New York and the International Rubber-Growers Association. The proposal sets forth that if the price of rubber should rise above one guilder per half kilo, managers would sell any twenty per cent. and so on proportionately.

HEAD OF AMERICAN OIL CO. HELD TO RANSOM.

CAPTURED BY MEXICAN BANDITS.

MEXICO CITY, June 26th.

Mr. Bruce Bielski, the head of American Oil Company, and formerly an American secret service officer, has been captured by seven bandits near Guerravaca and held to ransom. The American *Charge d'Affairs* has sent out troops in pursuit.

LATE COTTON CROPS.

CAUSES INCREASE OF BOLL-WEEVIL.

LONDON, June 16th.

Mr. Dickenson, Secretary of the Texas Cotton Association, has arrived in England. He declares that owing to the lateness of the cotton crops, the ravages of the Boll-Weevil will possibly be greater than last season.

THE HAGUE CONFERENCE.

RUSSIAN DESIRE TO TALK BUSINESS.

THE HAGUE, June 26th.

M. Litvinoff in an interview, declared that M. Lenin's breakdown was only temporary.

The chief question of The Hague Conference was credits for Russia and the Russian delegates did not want to talk principles, but business.

The Russian Government's position is now much stronger than at the time of the Genoa Conference. A good harvest is expected in a few weeks, and the Soviet is prepared to reduce the army fifty per cent. if the other powers agreed.

EARLIER CABLES.

RUSSIAN DELEGATION ARRIVES.

THE HAGUE, June 26th.

The Russian delegation has arrived.

THE LATE FIELD-MARSHAL SIR HENRY WILSON.

DRAMATIC STORIES AT THE INQUEST.

LONDON, June 26th.

The inquest of the late Sir Henry Wilson took place at Westminster. The Coroner and jury arrived at Eaton Place to view the body at 9.45 simultaneously with the hearse bringing the coffin, draped with a gold embroidered pall. The Jury emerged ten minutes later, and drove off guarded by police to the Court.

The accused, on their solicitors' advice, did not attend the inquest.

The first witness was deceased's brother who testified that the Field Marshal during the last few months had not referred to threats on his life, though the subject was previously mentioned. The witness was unaware that police protection had been withdrawn.

Dramatic stories of the tragedy were told by other witnesses, whose names were withheld, including the taxi-driver, two road repairers and Sir Henry Wilson's kitchenmaid, from which it appeared that the street was vacant, except for the repairers, when the late Field Marshal arrived. He stepped out into the middle of the road and firing immediately began, witnesses thinking the noise was a tyre-burst. "Sir Henry reached the first step when a second shot was fired.

Sir Henry tried the key in the door when there was more firing and he ducked. The firing continued and Sir Henry fell. The witnesses saw two men, one each side of the Field Marshal, at three yards distance. A repairer with his shovel followed the assailants into Ebury Street, despite a warning to keep off. No one saw Sir Henry draw his sword but the kitchenmaid, who first rushed out, said the sword was lying on the pavement beside the Field Marshal, who tried to speak. Her Ladyship came out and deceased was carried into the study, where he died.

The evidence of the police stated that the assassins' revolvers were service weapons.

Medical witnesses said there were eight bullet wounds, one on each side of the chest, both fatal.

The Coroner paid tribute to the inspiring bravery of law-abiding Englishmen unarmed chasing the murderers.

The Jury returned a verdict of wilful murder against Connolly and O'Brien.

THE FUNERAL SERVICE AT S. PAUL'S CATHEDRAL.

Not since Lord Kitchener's death has the country been so stirred by the passing of a national figure as by Sir Henry Wilson's assassination. This was indicated by the silent crowds lining the streets in a drizzling rain throughout the long route from Eaton Place to St. Paul's. People assembled early and were melancholily interested in the delivery of magnificent wreaths, some enormous, which were afterwards arranged on two huge floral cars, and also in the arrival of dignitaries. When the procession started at 11.15, the crowd uncovered, despite the rain. Three thousand troops fell into line with remarkable precision. Field Marshals Greenfell, Methuen, French, Haig and Robertson and Generals Wilcocks, Gatliff, Monro, Macready and Cobbe, Admiral Beatty and Air-Marshal Trenchard were the pall-bearers. Marshal Foch was not a pall-carer, but walked behind the Duke of Connaught. After this, Lady Wilson and her mother-in-law were in the procession's only carriage. Army Councillors, Admiralty Commissioners and representatives of the Dominions, Colonies and foreign officers brought up the rear.

The late Field Marshal's charger was led behind the gun carriage which bore the coffin covered by the Union Jack. The scene was most imposing. Ludgate Hill was lined by Guards with reversed arms, between whom walked statesmen and soldiers, following the remains to the resting-place near the tombs of Nelson, Wellington, Roberts and Wolseley. The procession arrived at St. Paul's at 12.20.

It was a sombre scene inside, the glittering uniforms being the sole relief to the black-garbed mass of humanity. Though 1,500 of the public were admitted without tickets, the congregation included many detectives seated near Cabinet Ministers and other distinguished people. Canon Alexander and the Bishop of London officiated at the simple service.

The Old Bailey and Stock Exchange were closed during the ceremony.

NO ORGANISED PLOT DISCOVERED.

In the House of Commons, Mr. Shortt announced that as a result of Scotland Yard raids, following Sir Henry Wilson's assassination, nothing had been found revealing an organised plot to use firearms against specific persons.

MURDERERS NO CONNECTION WITH IRELAND.

LONDON, June 26th.

In the House of Commons, Mr. Shortt, replying to attacks, explained that consequent on the Dail's ratification of the Treaty a letter was sent to all persons concerned saying that, subject to their view, police protection would be withdrawn on January 21st. All accepted the position. Meanwhile, secret information was received regarding the possibility of robberies, explosives and even incendiarism, but not murder. He still believed that organised murder was never intended in this country. He denied the receipt of a warning of the assassination of Sir Henry Wilson. Neither Ulster nor London were aware of such a plot. There was now no doubt that the two murderers had no connection with Ireland whatsoever. Both were Londoners and there was no evidence that they had ever been in Ireland. The War Office was satisfied that the revolvers used were not included in the arms handed over to the Provisional Government.

(Continued at foot of next column.)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

"BOLTON CASTLE" DETAINED AT PORT SAID.

MACHINERY TROUBLES.

PORT SAID, June 26th.

The British steamer *Bolton Castle*, bound from Shanghai to New York, will be detained for a week, owing to a derangement of the machinery.

EMPEROR OF ANNAM'S VISIT TO FRANCE.

TRIBUTE TO ANNAMITE WAR VICTIMS.

PARIS, June 26th.

The Emperor of Annam visited a temple at Nogent Sur Marne erected to the memory of Annamites who fell in the Great War.

The Emperor burned incense, and gongs were sounded calling together the souls of the dead. President and Mme. Millerand entertained the Emperor at dinner this (Monday) evening.

DEATH OF A JAPANESE PRINCE

TOKYO, June 27th

Prince Higashi Fushimi died last evening.

[The deceased Prince was the first member of the Imperial Family of Japan to welcome H.R.H. the Prince of Wales on the occasion of his recent visit to Japan. Prince Higashi Fushima was the 17th son of the late Prince Kuniye, and was born in 1867. He studied in England and France from 1884 to 1890. After his return to Japan he served in the Navy and took part in the Russo-Japanese War. His Highness rose to the rank of full Admiral in 1917. He represented the Imperial Family at the Coronation of H.M. King George and Queen Mary.]

BRITISH TEA IMPORTS.

MAINLY EMPIRE-GROWN.

LONDON, June 26th.

In the House of Commons, in reply to questions, Sir W. Mitchell-Thomson stated that 419,000,000 lbs. of tea, valued at £25,000,000, were imported into the United Kingdom in the year ended March 31st, in which 415,000,000 lbs. paid duty. Of this quantity 371,000,000 lbs. were charged duty at the preferential rates.

DREADFUL MOTOR-CAR ACCIDENT.

FRENCH ECCLESIASTIC BURNED TO DEATH.

PARIS, June 26th.

A message from Avesnes states that the Archbishop of Cambrai's motor-car overturned in the forest at Mormal and caught fire, the Vicar-General being burned to death and the Archbishop and the chauffeur seriously burned.

THE WIMBLEDON TENNIS TOURNAMENT.

THE KING OPENS NEW GROUND.

LONDON, June 26th.

At Wimbledon, the world's lawn tennis championships have opened. There was rain in the morning and it was still falling at 3.15 p.m., when their Majesties arrived and were given an ovation by the large crowd and received by officials of the All England Club. After inspecting the centre court and the magnificent new stand, capable of seating 10,000 people, the King formally declared the ground open.

The rain ceased at 3.45 p.m., when the first match of the tournament commenced in the centre court, which had been protected. Kingscote beat L. Godfree 6/1, 6/3, 6/0. There was no play on the other courts to-day.

LONDON EXCHANGE MARKET.

CURRENCIES DEPRECIATE.

LONDON, June 26th.

The exchange market opened nervously, with marks at 1,590, owing to the assassination of Dr. Rathenau. Other currencies also depreciated, but closed rather steadier, marks being 1,530.

ENGLISH BANTAM-WEIGHT CHAMPIONSHIP.

HARRISON KNOCKS OUT THE HOLDER.

LONDON, June 26th.

At Liverpool, in a contest for the bantam-weight championship of England, Tommy Harrison (Hanley) knocked out the holder, Jim Higgins, in the thirteenth round.

AMUNDSEN CHANGES PLANS,

TO LAND AT SPITZBERGEN.

CHRISTIANIA, June 26th.

Amundsen has changed his plans for the flight across the North Pole. He will land at Spitzbergen instead of at Cape Columbia.

DEATH OF THE PRINCE OF MONACO.

LONDON, June 26th.

The death of the Prince of Monaco has occurred at a nursing home in Paris.

THE "PEKING MARU."

FIRE EXTINGUISHED: VESSEL BEACHED.

EXPLOSIONS CAUSE FOUR CASUALTIES.

The fire which broke out yesterday morning on board the s.s. *Peking Maru* whilst lying in mid-stream was finally got under control at six o'clock last night, but not until considerable damage had been done to the ship and the cargo. In the course of operation one European police sergeant and three Chinese firemen of the Hongkong Fire Brigade were injured and sent to hospital. All four casualties were caused by explosions. Sergeant R. Earnshaw was burnt about the face and the back, whilst the three Chinese were struck on the legs by spars, caused by the periodical explosions amongst the cargo of calcium where the fire originated. At about the time the fire was got under it was decided to beach the vessel and for this purpose she was towed by the Kowloon Dock tug, *Henry Keswick* and the Taikoo Dock tug to Stonecutter's Island, where she was beached at the North West Point. She was anchored there with her bow well down and touching the bottom and her stern well raised in the water. Just prior to dusk the vessel righted herself from the awkward list to starboard.

How the fire originated is not known, but when the vessel came into port yesterday morning at half-past seven o'clock from Shanghai everything was in order. Two hours later, while lying at buoy No. 24, which is just off the Man o' War Anchorage, near the Yaumati refuge, smoke was seen to be issuing from the No. 1 hold, where a portion of her cargo, comprised of calcium, was stored. Fire signals were sent out and in a creditably short space of time the two fire floats, with their crews, a number of European Water Police and sixteen Chinese firemen from the Central Fire Station were despatched to the vessel. Later in the morning Mr. E. D. C. Wolfe, Superintendent of the Fire Brigade, the Harbour Master (Commander C. W. Beckwith) and Mr. R. Hall (second Government Marine Surveyor) visited the scene and Mr. Wolfe took charge of operations.

When the Brigade arrived the cargo was well alight and operations were somewhat hampered as the Captain refused to allow water to be poured into the hold, owing to the dangerous nature of the stores. His contention was that water poured on to calcium carbide would cause an explosive gas and thus endanger the whole of the vessel. As it was the calcium was throwing off a heavy gas, making it impossible for the fire fighters to remain below deck for any length of time. Eventually it was decided to pour water into the hold and until the hatches were lifted hoses were passed into the hold from below.

The work of removing the hatches was dangerous and rumbling sounds of minor explosions could be heard coming from the burning stores. It was whilst removing the first hatch that Sergeant Earnshaw and one Chinese fireman were injured. The hatch had just been lifted off when a white flame shot upwards some ten feet above the deck and enveloped the Sergeant standing near. A Chinese fireman, also near by, was struck on the leg with a flying spar. Both men were rendered first aid and sent off to hospital by police launch. Explosions continued to be heard and white flames were seen to shoot upwards frequently, whilst gas helmets had to be worn by the firemen.

Most of the cargo in this hold was contained in sacks and the force of the explosions burst open many of these and in one case "skied" a well shredded sack on to the mast wires some 20 to 30 feet above the deck. The most serious explosion of the fire occurred late in the day just as the fire fighters' efforts were beginning to meet with success. This was about four o'clock when a loud rumble like the blasting of rock was heard by many vessels in the vicinity; a sheet of flame shot upwards and the iron girders—known to seafaring men as "strongbacks" were lifted out of position. One of these was blown on to the deck and a Chinese fireman was struck with the beam on the left leg. Another Chinese fireman was lifted off the deck by the force of the explosion and blown over the side into a lighter standing by. This man received *serious injuries, also on his left leg.*

Shortly afterwards the flames and explosions died down but sufficient gas remained in the hold to cause the water to bubble merrily at times. About five o'clock the *Peking Maru* was taken in tow and beached at Stonecutters. It is stated that the vessel and her cargo are insured in Hongkong. The *Peking Maru* is badly damaged, her bulkheads being buckled. The cargo in No. 1 hold has been rendered useless but the cargo contained in the hold adjoining has been saved.

At a late hour last night pumping operations were commenced by the two tugs and it is expected that the vessel would be re-floated this morning.

The *Peking Maru* belongs to Osaka Shosen Kaisha. She is a vessel of 3,400 tons and was on her way to Calcutta *via* Singapore.

"DON'T WAIT TO BE DRAFTED."

HINT OF A NEW POLICY AS TO THE VOLUNTEERS.

Speaking at the annual distribution of prizes for rifle shooting, at the Volunteer Headquarters last night, H.E. the Officer Administering the Government said:—

I trust we shall see, during the year, a large accession of members in the Volunteer Defence Corps and a high standard of efficiency, which I am sure you must all see, is desirable at the present time in this Colony.—(Applause.) The actual work which a trained man is called upon to do is very small, but there are so many men here now, thoroughly trained in the hardest possible school, that I think the least they can do is to join the Corps and be prepared to do their bit when occasion demands.

Arrangements have been made by which men will be drafted in the Corps according to their fitness and will, although members of the Corps, be asked to do other things at a particular time; so that the Corps, though nominally having a very large number in it, will consist of men trained to perform other duties, and in emergency to be called upon to do those duties and not the actual work of the Volunteer Defence Corps.

I would like them not to wait to be enrolled in the Corps, under the scheme which it is proposed to bring into force, but to come forward and send their names in, so that when this scheme is being organised we may find they are already in the Corps and have not waited to be drafted into it.—(Applause.) I am sure that recent events have shown everyone of us that we are in a position here that makes it essential that any man who can do anything will do it with all his might.—(Loud applause.)

DIFFICULTIES AT STONECUTTERS' RANGE.

In some preliminary observations, in connection with the distribution of prizes won at the annual rifle meeting H.E. Mr. Claud Severn sympathised with the riflemen of the Corps in their difficulties in adapting themselves to the conditions at Stonecutters' Range. He remarked that he had himself experienced the difficulty in firing his musketry course. After doing very well at the group and the other competition, he went to the 500 yards range feeling that he was likely to make a record. Instead—owing to the peculiar light—he made a big failure and others followed his example.

He must congratulate Corporal Grimes on his extraordinary success in the competitions: the Corporal must have eclipsed all previous records. Mr. Severn was sure the Corporal would feel the propriety of suggesting a handicap which would prevent his name from appearing so frequently in the list of prize winners. (Laughter.) A twisted barrel and sights not quite in position might meet the case—(renewed laughter.) For a time, until Corporal Grimes got used to them. He congratulated the Corps on the success of its rifle meeting.

Major A. Murdoch presided over the gathering and commented on the highly successful result of the rifle meeting. At the same time he thanked the organisers of the concert held during the evening and the contributors to the programme. They were Messrs. McEwen (Highland pipes) and Messrs. Clifford Edgcumbe, T. P. Paterson, J. S. Pearson, G. H. Piercy, and E. H. Farthing, who sang, Lieut. Temple Bevan and Mr. F. H. Farthing shared the duties of accompanists. Mr. F. B. L. Dowbiggin was in charge of the arrangements.

THE PRIZE LIST.

ALL COMERS' COMPETITION.—1, Corpl. Grimes; 2, Gnr. Railton; 3, Pte. Swan; 4, Naik Fatch Mohammed 102nd (K.E.O.) Grenadiers.

RANGE PRIZES.—200 yds., Cpl. Grimes; 500 yds., A. B. Gramor (H.M.S. Titania), 600 yds., Cpl. Grimes.

BLAKE SHIELD.—Won by No. 2 Platoon (Best Score Pte. Goodman).

FRANCIS CUP.—Won by No. 5 Platoon.

NO. 3 MUSKETRY COMPETITION.—1, Gnr. Railton; 2, Sgt. Thornhill; 3, Lce-Corpl. Cullen.

JAR COMPETITION.—Won by No. 2 Platoon ("B" team).

MACHINE GUN COMPETITION.—Won by No. 8 team. The King's Regt.

TILE COMPETITION.—Won by No. 2 Platoon.

CORPS CHAMPIONSHIP.—1, Cpl. Grimes; 2, Pte. Goodman; 3, Gnr. Railton; 4, Sgt. Thornhill.

RANGE PRIZES.—200 yds., Cpl. Grimes; 500 yds., Sgt. Thornhill; 600 yds., Lieut. Smith.

REVOLVER COMPETITION (CORPS).—1, Corpl. Grimes; 2, Lce.-Corpl. Dovey.

REVOLVER COMPETITION (ALL COMERS).—1, Corpl. Grimes; 2, C. P. O. Oldham, R.N.; 3, Mr. Martin, R.N.

CADET COMPANY COMPETITION.—1, Lce.-Cpl. Phillips; 2, Cadet J. Clarke; 3, Lce.-Cpl. George.

DONIGAL BADGES.—Won by Pte. Goodman and Gnr. Railton.

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LIFE'S STRAIN TO-DAY.

THE BAD HABIT OF WORRY.

Dr. Edwin L. Ash lectured at the Institute of Hygiene on "Worry: its cause, effects, and cure." At the present time, he said, there seemed to be more occasion for worry than ever before in the history of living persons. Many, indeed, were unable to stand the strain of life at the present time. Worry was the disorganisation of mind control, resulting in the see-saw movement of thoughts backwards and forwards or round and round as it were, producing an immense strain on the reserves of the system, and gradually undermining the health. The great practical fact which emerged from the study of worrying people was that the worry state was not really a normal psychological. The worrying man was a sick man. He might not be grossly ill in the ordinary sense, but he was almost certainly suffering from some nervous debility on the one hand, or some physical disability, such as poisoning, over-fatigue of organs, indigestion, anæmia, and so forth, on the other. Worry was largely a matter of health, but owing to its peculiar connection with the processes of thought it blinded the worrying person to the truth of his condition. The one thing he ought to do, namely, to let go and rest for a while, was the one thing he could not do.

To the doctor it was possible to analyse common forms of the worry state into the groups: (1) The worry habit; (2) the worry wheel; (3) worry as a sign of emotional repression. It was quite true that for many persons worry was nothing more than a bad habit. Morbid fears and doubts about common happenings grew immensely by a process of suggestion and auto-suggestion until they tended to obsess the whole personality. For worry of this kind nothing less than a systematic course of mental training of some kind, aided by self-suggestion, would effect a radical cure. Of course, when persons afflicted by the worry habit got run down they got all the more involved in the tangle of their doubting thoughts. As regards the second group it was equally true that, whilst for some people worry was nothing but a bad habit, for others it was a sign of ill-health. The brain tired and the body tired, and then, with debilitated system, the mind was no longer able to exercise its normal control and decision; so there was a regular worry wheel set in motion. Tired brain and disordered nerves being associated with physical ill-health, and physical ill-health accentuating the fatigue of the nervous system, so went the morbid process round and round, and the individual who got caught up in this kind of worry wheel (it was a form of what doctors nowadays called "vicious circles") was unfortunate indeed.

As regarded the third group, they were largely indebted to the researches of the psychological analysts in understanding that in some the worry state of mind was due to the repression of some emotion that had not been allowed full play earlier in life. Still, however this might be (and it was a fascinating subject), it might be taken as an axiom that the worry states due to this kind of process were in the minority. It was sound hygiene of mind and body on which we must rely to get rid of worry, the achievement of the sound mind in the sound body that must be our ideal. It was much better to prevent worry by common-sense measures than to attempt to cure it by complicated psychological analyses.

LUCKY NUMBERS.

THREE THE MOST SACRED AND LUCKY.

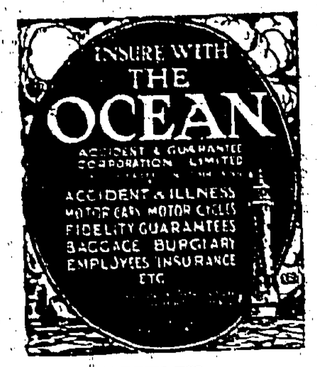
According to all ancient lore, the odd numbers are masculine, the even are feminine; and, in addition, the odd numbers were in nearly every case the lucky one—a notable and general exception being the fatal number thirteen.

Three is the sacred and most fortunate of all the numbers. In Northumberland it is considered very lucky to gather smooth holly leaves on a Friday in a folden handkerchief (*i.e.*, with three corners.) Nine such leaves tied into the handkerchief with nine knots, and placed under the pillow at night would ensure prophetic dreams.

The numbers four and eight have never held much significance, being looked upon as mere multiples of a female number two, and although five is one of the lucky odd numbers, it has never gathered any superstitions. Six is unlucky! At first we are inclined to look upon it as being the double of the lucky number three, but that was not considered of importance in olden days—the multiple nine, as venerated in the East being the only allowable variation of the sacred three.

Seven is also a sacred number. According to astrology, man's age is divided into seven parts, governed by the seven planets. The first was infancy (four years), ruled by the moon; childhood (ten years), governed by Mercury; youth (eight years), over which Venus presided; adolescence (twenty years), ruled by the Sun, when man attains his full strength and vigour; manhood (fourteen years), under the dominion of Mars, a bad star, when man became angry, impatient, and avaricious; old age (twelve years), governed by Jupiter; and finally decrepitude ruled by Saturn.

In regard to children, the number seven is thought influential. The seventh son is certain to make his way in the world, and the seventh son of a seventh son is certain to be an infallible doctor. Thirteen, that fatal number, is a striking exception to the belief in the luck of odd numbers. It is frequently asserted that this superstition arose from the Last Supper of Our Lord, when thirteen were present but the belief is far older than the Christian era, and also is far too widely spread for such an origin to be possible.



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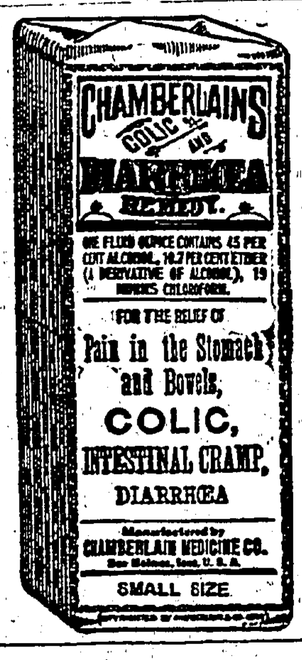
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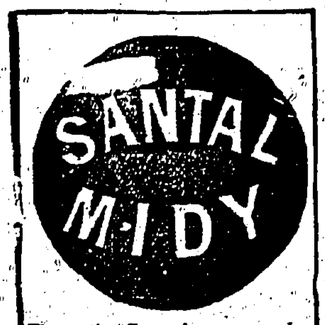
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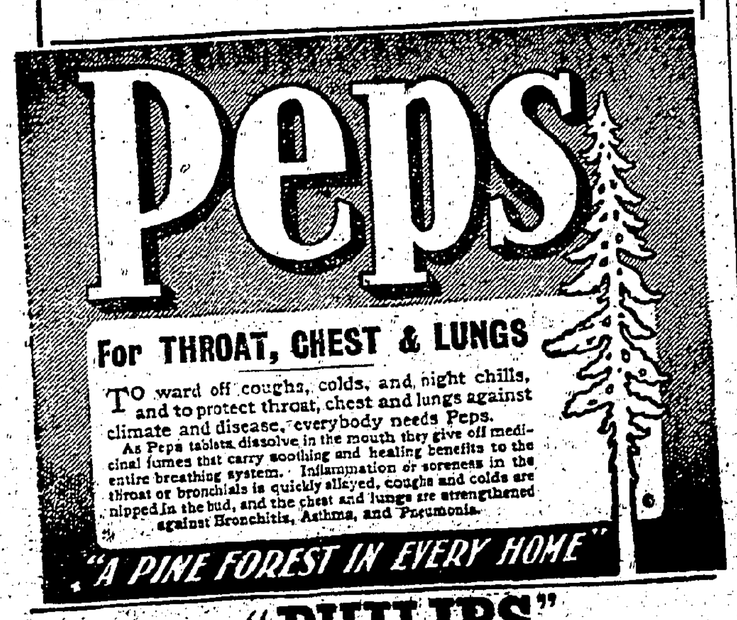
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INDUSTRIAL CIVILISATION HAS SURVIVED

THE VIEW OF DEAN INGE.

Dean Inge is writing a series of articles for the London *Daily Express* in which he impartially explores the economic position in Germany. The following is the first article of the series:—

No class of pundits has been made to look so foolish since 1914 as the financial experts and political economists.

The Chancellor of the Exchequer in that year would not wish to be reminded of his sapient prediction that Germany would be able to raise 200 millions to carry on the war, but not much more; he said it, none the less. After this little miscalculation, the Government seemed to think that our country had somehow come into an inexhaustible fortune, and behaved like a young ne'er-do-well made happy by the Jews.

Now, three-and-a-half years after the Armistice, all economic principles seem to be turned upside down.

"America and Switzerland are gorged with gold and unemployment"; our own country, though nominally solvent, is overtaxed and distressed. Russia, industrially ruined, is starting again as a nation of peasant proprietors. Belgium is prosperous on orthodox lines, producing and saving hard. Several other countries are bankrupt, but smiling.

AN IMPARTIAL WITNESS.

I have read many able reports about the internal condition of Germany, but none has impressed me so much as the little book called, "Is Germany Prosperous?" by Sir Henry Penson, formerly chairman of the War Trade Intelligence Department and director of our Intelligence Section at the Peace Conference of 1919. His competence as a financier cannot be disputed, and his impartiality is equally apparent. He has not written a treatise on the reparation question. His book is a study of the economic condition of the Rhineland, compiled with the help of British and German experts, especially German business men and statisticians.

The Rhineland is not the whole of Germany, but it is much more German than that most untypical of German towns, Berlin, and Sir Henry has collected evidence from other provinces as well as from the Rhineland. He has made, as he says, an honest attempt to shed light on a dark and difficult question.

He found Germany a mass of economic paradoxes. A trader sells his goods at a profit and loses by the transaction: the manufacturer, after a record year for sales and prices, is poorer at the end of it: all are fully employed, but the standard of living is low; there is a great output of wealth but no surplus, high taxes and a heavy deficit.

PROBLEMS OF THE MARK.

We in England often fail to distinguish between the internal and the external value of the mark. In January of this year, a fixed income of £2,500 in Germany was equivalent to only £66 at the current rate of exchange. But the real value of that income, to a German, depends on what it will purchase in Germany, not on what it could be exchanged for in England. Sir Henry Penson finds that the internal value of the mark is about three times its external value.

This difference gives Germany a great advantage in selling exported goods, but is really unfavourable to the country as a whole, because, if it is to balance its accounts, it must part with far more material wealth than it receives back in the form of food and raw materials. The violent fluctuations in the value of the mark are also very injurious to business. It is like measuring with a piece of elastic instead of with a rigid foot-rule.

The cost of living in Germany has increased about 20 times since 1914, although bread and coal are controlled and sold below cost price. An Englishman travelling in Germany finds the country an El Dorado of cheapness. "A dinner of four courses costs 10d., a bottle of Rhine wine 4d., a stall at a theatre 3d. But a German finds little to congratulate himself upon in these prices.

INCOMES LEVELLED DOWN.

One effect of the financial crisis has been to level down all incomes. Skilled and unskilled labour now receive almost the same wages. As for the official class, "taking the unskilled workers as 100, the incomes of lower officials, middle officials, and higher officials would now be represented by 113, 151, and 215, as against the pre-war figures of 165, 385, and 685." The unskilled labourer is getting 34 times as much as before the war, and is probably better off than he was ten years ago; the higher official, whose income has been raised ten or twelve-fold, has lost about half his purchasing power.

The condition of those who live on the interest of capital is pitiable. They have lost from four-fifths to nine-tenths of the real value of their incomes, even when the nominal capital of companies has been doubled or trebled. The professional class has been very hard hit, and only the solid domestic virtues of the German hausfrau enable such families to keep their heads above water. However poor it may really be, a German family manages to keep up appearances; the whole population is well shod, and thanks to old uniforms dyed and altered, the men look well clothed.

Sir Henry says that there is very little thrift, in comparison with former days. But the amount in the savings banks is considerable, and we have heard that large purchases of British War Loan and other high-class securities in this country have recently been made by Germans. A curious feature is that the chief banks only give 1½ p.c. interest on deposits, and lend money at very low rates. This has tempted industrial companies to borrow rashly; a sudden fall in prices would produce a crash.

NOBODY WORKLESS.

There is no unemployment in Germany. The advertisement columns are full of situations vacant and contain very few notices from men in want of a job. The nation is working hard, with a conscious realisation that industry is the only road to recovery; but it is not true that the eight hours day is habitually overstepped, and the output per man is not equal to the 1913 average, partly because the effects of under-feeding and exhaustion are still traceable, and partly because the machinery and plant are not in such good condition.

There has undoubtedly been production beyond the normal and annual consumption. But this has chiefly gone to restocking the country, which at the armistice was almost denuded of commodities of every kind. "The condition of things, especially in the matter of clothing, house linen and furniture, is very different from that in November, 1918."

The vexed question of taxation in Germany seems to be fairly answered in this book. German taxes are very complicated. They include a war tax on increment value, a capital levy (these are non-recurring payments), death duties (which vary from 5 to 75 per cent.), and income tax (which wage-earners, like everyone else, have to pay). It varies from 10 to 60 per cent. A German who earns 50,000 marks (£187 in our money) pays an income tax of £12, as against nothing in England; an earned income of £750 pays £171, as against £32 in England; £3,750 pays £1,446, as against £1,073 in England. (Sir Henry, however, seems to have forgotten here to add our supper-tax). It is plain, then, that the Germans are very heavily taxed, and yet the Government is quite unable to make the two ends meet.

The outlook, he thinks, is very bad, in spite of superficial signs of prosperity. "Those with inside knowledge look forward with apprehension to a terrible period of unemployment and industrial collapse." "There is a settled conviction that though the recovery of the mark is for Germany's as well as for the world's recovery an absolutely necessary thing, yet it cannot come without having as its first consequence a collapse of Germany, industrially and financially."

ONLY BITTER AGAINST FRANCE.

Sir Henry is not a pro-German, but he thinks it right to say that he has observed no signs of moral degeneration in Germany, and very little bitter feeling, except against the French. He will have the whole business community with him when he says that we must no longer look upon the world as divided into two main groups with conflicting interests, but as a great economic society in which the weakness of one member affects the health and prosperity of all.

The notion that enormous payments can be squeezed out of a country in the condition in which Germany now is he dismisses as chimerical, and I have never met a business man who does not agree with him. To keep two million Englishmen out of work in order to gratify the animosity or allay the apprehensions of the French is not a policy which will commend itself to any sensible Briton.

My impression after reading this book is that industrial civilisation in Germany, as in the Allied countries, has survived a tremendous shock. There will be grave economic crises there and elsewhere. But if the nations of Europe can agree to disarm and live at peace, and if they can turn a deaf ear to the wild men who want to upset the coach, the world is already convalescent.

SALUTING THE FLAG.

AUSTRALIAN LABOUR ANGRY.

The New South Wales Labour Council incensed at the action of the State Minister of Education in directing the State school children to salute the flag weekly on assembling, has recommended members and workers generally to keep their children away till the ceremony is over.

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

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VETARZO Increases Brain and Nerve Power. Trial bottle either remedy 2s. 6d. Aerolas or Veterz Remedies Co., Glasgow, Ont. N. W. S. London.

MALE & CURRENT REPUTATION. PILLS FOR THE LIVER AND KIDNEYS. INVALUABLE FOR DISEASES of these STRUCTURES. DR. LECLERC'S DISEASES, GRAVEL, BILIOUSNESS, GOUT, RHEUMATISM, PRICE 2s., (stating Colonies or Foreign) Post Free Dr. Le Clerc Med. 8 Haverstock Rd. N. W. London.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI via SWATOW	"WAISHING"	Wednesday,	28th June,	Noon.
HAIPHONG via HOIHOW	"LEESANG"	Thursday,	29th June,	Daylight
SHANGHAI via SWATOW	"TUNGSHING"	Friday,	30th June,	Noon.
SANDAKAN	"MAUSANG"	Friday,	30th June,	Noon.
MANILA	"YUENSANG"	Friday,	30th June,	3 p.m.
TIENTSIN	"CHEONGSHING"	Saturday,	1st July,	Noon.
SHANGHAI, MOJI & KOBE	"KUTSANG"	Saturday,	1st July,	Noon.
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG"	Sunday,	2nd July,	Noon.
BANGKOK via SWATOW	"KWAISANG"	Sunday,	2nd July,	Noon.
SHANGHAI via SWATOW	"TINGSANG"	Wednesday,	5th July,	Noon.
SHANGHAI	"LOKSANG"	Thursday,	6th July,	Noon.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Friday,	7th July,	Noon.
STRAITS & CALCUTTA	"KUMSANG"	Wednesday,	12th July,	3 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUMSANG" will be despatched on or about Wednesday, 12th July, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,
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TELEPHONE No. 215.

GLEN AND SHIRE
Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENLUCE"	1st July.
"GLENSHANE"	17th July.
"GLENAVY"	24th July.
"PEMBROKESHIRE"	7th August.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	5th July,	GENOA, LONDON, HULL, ANTWERP & HAMBURG.
"GLENBEG"	4th Aug.,	LONDON, ROTTERDAM, ANTWERP & HAMBURG.
"BADNORSHIRE"	8th Aug.,	GENOA, LONDON, ROTTERDAM, ANTWERP & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.
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CAPITAL PAID-UP ... ¥20,000,000

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Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASUJI AOKI.

The Company has in hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight;
And under the Company's Management:—
Twenty steamers of about 9,100 tons deadweight each;
Two steamers of about 6,400 tons deadweight each.
(Belonging to Kawasaki Dockyard Co., Ltd.)

For Charter Rates and other particulars apply to the:

KAWASAKI KISEN KAISHA.
No. 8, Bund, Kobe.

SHIPPING NEWS

ARRIVALS.

June 26th.

Eastern Knight, American str., 4,136 Capt. C. Olson, from Shanghai, with a general cargo.—Admiral Line.

Toyo Maru, Japanese str., 2,279 tons, Capt. J. Mikami, from Miike, with coal.—M.B.K.

June 27th.

Mary le Rideau, French str., 4,331 tons, Capt. Caboulgue, from Shanghai, with a general cargo.—Messageries Maritimes.

Hanoi, French str., 739 tons, Capt. F. Morvan, from Haiphong, with a general cargo.—P. A. Lapicque.

Hua Ming, Chinese str., 1,031 tons, Capt. W. M. Farrell, from Saigon, with rice.—Wanglee.

Jade, French str., 386 tons, Capt. P. B. Morganti, from Pakhoi, with a general cargo.—Kai Yue.

Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kai, from Tourane, with a general cargo.—Wai Hing.

Kwanglee, Chinese str., 886 tons, Capt. H. Maki, from Bangkok, with a general cargo.—Yuen Shing Fat.

Liangchow, British str., from Canton.

Nankok Maru, Japanese str., 2,875 tons, Capt. S. Shirota, from Karatsu, with coal.—Y.K.K.

Oudekerck, Dutch str., 4,911 tons, Capt. J. H. Gunthar Mohr, from Shanghai, with a general cargo.—J.C.J.L.

Peking Maru, Japanese str., 3,011 tons, Capt. Y. Fukumi, from Moji, with a general cargo.—O.S.K.

President Madison, American str., 8,341 tons, Capt. Thos. P. Quinn, from Manila, with a general cargo.—Admiral Line.

Sekkow Maru, Japanese str., 2,012 tons, Capt. H. Ohishi, from Singapore, with a general cargo.—O.S.K.

Soshu Maru, Japanese str., from Canton.

Tungshing, British str., 1,173 tons, Capt. R. W. Bateman, from Shanghai, with a general cargo.—J.M. & Co.

CLEARANCES.

June 27th.

Azay le Rideau, for Haiphong.
Brigade Arrow, for Swatow.
Chung Hing, for K. C. Wan.
Eastern Knight, for Manila.
Empress of Japan, for Shanghai.
Haicheng, for Swatow.
Hiroshi Maru, for Hongay.
Hsiaohsing, for Tientsin.
Hueh Hsin, for Bangkok.
Kinsyan, for Swatow.
Liangchow, for Swatow.
Rokuyo Maru, for Manila.
Sekkow Maru, for Shanghai.
Tungshing, for Canton.
Vulcanus, for Canton.
Willesden, for Amoy.

PASSENGERS.

ARRIVALS.

Per Admiral Line's s.s. *President Madison*, on June 27th:—Mr. Geo. H. Fairchild, Mr. Wm. G. Crokam, Mrs. Evelyn G. Crokam, Mr. Edward L. Powell, Mr. Emilio Quisumbing, Mr. Alvid Todd, Mr. Leonard C. Esser, Mr. Chas. Bovey, Mrs. Dorothy Bovey, Mr. H. H. O'Malley, Mr. Phil. Whittaker, Mr. P. W. Bakeman, Mr. Watumull Jhamandas, Major Jno. C. H. Lee, Mr. S. Koyanagi, Mrs. Helen Carvalho, Mr. R. V. Moore, Gen. and Mrs. W. M. Wright, Lieut. Wm. M. Wright, Jr., Miss Marjorie Wright, Miss Mary E. Bell, Mrs. Josephine Bertucci, Mr. Rose Bertucci, Mr. Frances Bertucci, Mr. Jose Bertucci, Miss Margaret Prescott, Mrs. Margaret Brannigan, Mrs. John H. Hess, Mrs. T. D. Westfall, Mrs. Kenneth McGaffey, Mr. Clarence P. Jacoby, Mrs. D. M. Sharp, Mr. Palmer Beckwith, Mr. E. T. Westly, Mrs. Camilla Westly, Master Roy Westly, Master Einar C. Westly, Infant Eric L. Westly, Dr. Chas H. Lenvitt, Dr. Lester C. Neer, Mrs. Katherine Springer, Miss Phylis Pitcairn, Mr. H. S. Darlington, Mr. John B. Armstrong, Mrs. Elsie Armstrong, Mr. and Mrs. P. G. Welles, Mrs. Violet Hopkins, Miss Jame Gibfin.

SHIPPING MOVEMENTS.

The Pacific Mail s.s. *President Cleveland* is expected to sail from Manila to Hongkong on June 29th, at 5 p.m., being due at this port on Saturday morning, July 1st. This steamer sails on July 5th, noon, for San Francisco *viâ* usual ports.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due July 12th.
China (C.M.), due June 28th, at daylight.
City of Manchester (Bank Line), due July 12th.
Empress of Asia, due July 6th, at 6 a.m.
Japan (B.I.), due July 8th.
Kamo Maru (N.Y.K.), due July 9th.
Kashgar (P. & O.), due June 30th, about 7 a.m.
Kotori Maru (N.Y.K.), due July 22rd.
Matsumoto Maru (N.Y.K.), due July 2nd.
Siberia Maru (T.K.K.), due July 1st.
St. Albans (E. & A.), due July 3rd.
Teneriffe, due July 4th.
Teneriff (N.A.A.L.), due July 15th.
Yokohama Maru (N.Y.K.), due July 19th.

PACIFIC MAIL GETS 2 MORE S.S. VESSELS.

A Associated Press message to the Manila papers states that the Shipping Board has allocated the steamers *President Pierce* and *President Taft* to the Pacific Mail Steamship Company for the Far Eastern service. Fortnightly sailings to the Far East will begin in August.

The *President Pierce* and *President Taft* are vessels of the 535 type. The addition of the two ships to the line's fleet will give the Pacific Mail Company a total of five boats of the same type as the *Golden State*.

"EMPRESS OF CANADA."

RECORD TRIP ACROSS THE PACIFIC.

We are advised by the local office of the Canadian Pacific Steamships, Ltd., that the *Empress of Canada*, which left Hongkong on the 7th June, arrived at Victoria, B.C., on the 22nd June—15 days—which constitutes a record across the Pacific.

WEATHER REPORT.

June 27th, at 12.05.—Pressure changes are slight over the Philippines, slight to moderate increases being general elsewhere.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 27th June, 0.00 inch. Total since January 1st, 25.47 inches, against an average of 37.38 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Cap Rock	S. winds, fresh, with occasional fair showers.
Formosa Channel ...	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 27th:

	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 2 p.m.
Barometer ...	29.71	29.73	29.75
Temperature ...	86	82	87
Humidity ...	78	92	81
Wind Direction	SSW	S	SW
" Force	3	2	3
Weather ...	cq	c	c
Rain	0.00	0.00	0.00

Highest open-air Temperature on 26th... 87
Lowest open-air Temperature on 27th ... 82

HONGKONG TIDE TABLE.

From 28th June, to 4th July, 1922.

Days of Week.	Days of Month.	High Water. H'kong Standard Time.	Height.	Low Water. H'kong Standard Time.	Height.
		h. m.	ft. in	h. m.	ft. in
Wed.	28	m 0 1	4 3	m 4 30	2 5
		m 11 2	7 5	6 11 a	0 1
Thur	29	m 0 54	4 4	m 5 20	2 7
		m 11 54	7 0	6 58 a	0 5
Fri.	30	m 1 49	4 5	m 6 17	2 9
		0 57 a	6 4	7 51 a	0 9
Satr	1	m 2 48	4 7	m 7 27	3 0
		2 10 a	5 7	8 47 a	1 5
Sun.	2	m 3 44	5 0	m 8 59	3 0
		3 27 a	5 2	9 44 a	1 9
Mon.	3	m 4 38	5 3	m 10 53	2 7
		4 48 a	4 7	10 39 a	2 3
Tues.	4	m 5 28	5 8	m 0 21 a	2 1
		6 8 a	4 4	11 31 a	2 5

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1922. W.L. June 25.	1922. W.L. June 26.
	Feet.	Feet.	Feet.	Feet.
Wuchow, W. River	+79.50	—2.42	—	—
Kongmoon, W. River	+14.70	—0.80	—	11.4
Linkonghow, N. River	+57.00	—	1.80	16.5
Samshui, N. River	+27.25	—5.00	22.6	21.8
Sheklung, E. River	+15.15	—0.98	13.51	13.51

Engineer-in-Chief.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

(APCAR LINE.)

The Company's steamer the **S.S. "EGRA"** 16 knots, 5,108 tons gross, left ***SINGAPORE*** on the ***afternoon*** of the ***21st June***, and arrived here on the ***25th*** idem. She will be despatched on or about the ***28th June*** for ***SINGAPORE via AMOY***.

The ***"EGRA"*** is one of the Company's up-to-date steamers carrying 46 First class and 39 2nd Saloon Passengers, all accommodated amidships with sumptuously fitted up cabins, etc., Dining, Music and Smoking Rooms.

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AGENTS.

B. I. APCAR LINE.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

	From Hongkong	Arrive Vancouver		From Canada	Due England.
Empress Japan	June 28	July 19	Empress France	July. 11	July 18
Empress Asia	July 13	July 31	Empress Scotland	July 25	Aug. 1
Empress Canada	July 27	Aug. 14	Empress France	Aug. 8	Aug. 15
Empress Russia	Aug. 10	Aug. 28	Empress Scotland	Aug. 22	Aug. 29
Empress Australia	Aug. 24	Sept 11	Empress France	Sept. 5	Sept. 12
Empress Asia	Sept. 7	Sept. 25	Empress Scotland	Sept. 19	Sept. 26
			Empress France	Oct. 3	Oct. 10

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Special train Vancouver to Chicago leaves immediately after ship's arrival.
Standard Sleeping Cars, Compartments & Drawing Rooms.

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CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)
OPERATING FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS
Minimum Rate U.S.G. $577.07
Maximum Rate U.S.G. $620.50
First Class Accommodation Throughout.

Trans-Pacific Service
HONGKONG TO SAN FRANCISCO
via Shanghai, Nagasaki, Yokohama and Honolulu.
S.S. "NANKING" August 10th. S.S. "CHINA" July 6th.

Tahiti Service
SAN FRANCISCO TO TAHITI
S.S. "NILE" July 22nd. August 31st.

Java Service
HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.
S.S. "GORJISTAN" S.S. "ARMANESTAN"

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco by weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.
PRINCE'S BUILDINGS. ICE HOUSE STREET,
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CABLE ADD: "CHIMAIL." [34

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK & BOSTON
s.s. "BOWES CASTLE" sailing on or about 30th June.
s.s. "EGREMONT CASTLE" ... about 2nd half of July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI
s.s. "NIPPON" sailing on or about 6th July.

FOR BRINDISI, VENICE & TRIESTE
s.s. "NIPPON" sailing on or about 25th July.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS
s.s. "UMLAZI" sailing second half of June.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LIMITED,
Agents.
74

N. Y. K.

SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
SHIDZUOKA MARU (Calling Keelung) Monday, 3rd July, at 11 a.m.
YOKOHAMA MARU (Calling Keelung) Wednesday, 26th July, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HAKOZAKI MARU Friday, 7th July, at 11 a.m.
KITANO MARU Friday, 21st July, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM & BRAKE.
MATSUYE MARU Tuesday, 4th July.

LIVERPOOL via MARSEILLES and VALENCIA.
SADO MARU Middle of July.

SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU Tuesday, 18th July, at 11 a.m.
AKI MARU Tuesday, 15th Aug., at 11 a.m.

NEW YORK, via PANAMA.
DELEGOA MARU Sunday, 2nd July.
TOBA MARU End of July.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo.
AWA MARU Monday, 10th July.

CALCUTTA via Singapore, Penang & Rangoon.
NAGANO MARU Wednesday, 5th July.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 4th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
MATSUMOTO MARU Monday, 3rd July.
KAMO MARU Monday, 10th July, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS:—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.
"West Faralon" Due Hongkong 12th July.
Leaves Hongkong 14th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.
"Apus" Due Hongkong 1st July.
Leaves Hongkong 3rd July.
"West Ivan" Due Hongkong 24th July.
Leaves Hongkong 26th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO
STRUTHERS AND BARRY,
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES. INDO-CHINA-STRAITS & JAVA.
1st Floor, Powell's Building, Phone No. 3008.
G. P. BRADFORD, Res. Agent.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will Leave on or about	For
TJISALAK ...	San Francisco	29th June	30th June	Soerabaia via Menado Balikpapan & Makassar. Batavia via Banka
TJILATJAP ...	Japan	30th June	2nd July	
TJIKEMBANG	Dalny	28th June	6th July	Batavia direct
TJIMANOEK ...	Java	30th June	7th July	Soerabaia direct

Wireless Telegraphy
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
York Building, First Floor. Telephone No. 1574.

VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND—OOST AZIE LIJN

(Holland—East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings, subject to alterations.

Steamer	For	Sailing on or about
"OLDEKERK"	AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	23rd July
"ZOSMA"	ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	2nd Aug.
"SEMBILAN"	AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	21st Sept.
"GEMMA"	ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	20th Oct.

For full particulars please apply to—
JAVA-CHINA-JAPAN LIJN.
General Agents.
York Buildings.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.
FREIGHT & PASSENGER SERVICE

OUTWARDS.

s.s. "CITY OF MANCHESTER"...15th July. ...Shanghai, Kobe & Yokohama.

HOMEWARDS.

s.s. CITY OF GLASGOW" ... 2nd July. ...London, Rotterdam & Hamburg.

Subject to change without notice.
For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.
General Agents. 31

or REISS & Co., CANTON.

BOSTON AND NEW YORK

Joint Service of the
"BLUE FUNNEL" LINE
OCEAN SS. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong

s.s. "PHEMIUS"		...via Suez Canal	...	5th July.
s.s. "KEELUNG" (Calls at Philadelphia)		...via Suez Canal	...	15th July.
s.s. "CYCLOPS"		...via Suez Canal	...	25th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.) HONGKONG AND CANTON. THE BANK LINE, LTD., HONGKONG. REISS & CO. CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

Destinations.	Steamer & Displacement.		Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON"	22,000	On or about 7th July.
	"AMBOISE"	15,000	On or about 21st July.
	"CORDILLERE"	10,000	On or about 4th Aug.
MARSEILLES, via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID	"ARMAND BEHIC"	11,000	On or about 11th July.
	"CHAMBORD"	15,000	On or about 25th July.
	"ANDRE LEBON"	22,000	On or about 8th Aug.
	"AMBOISE"	15,000	On or about 22nd Aug.

COMMERCIAL LINE

HARVE, DUNKIRK & ANTWERP Direct	"COM. DORISE"	...	On or about 1st July.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

A. JOBARD,
Acting Agent,
Queen's Building.

Telephone 740.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloons and Excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

TUNGUS	Capt. Tidemann	Friday,	30th June, at 12 noon.
HAIHONG	Capt. W. C. Passmore	Tuesday,	4th July, at 1 p.m.
HAICHING	Capt. J. S. Thomson	Friday,	7th July, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freigh and Passage apply to—

DOUGLAS LAPRAIK & CO
General Manager

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong.

FOR HAIPHONG via Hollow & Pakhoi
s.s. "TAIKWA MARU" on or about 6th July.

FOR KEELUNG via Swatow & Amoy
s.s. "HOZUI MARU" on or about 6th July

For further particulars, please apply to—

S. MITARAI,
Agent,
Top Floor, King's Building.
Tel. No. 160.

Branch Office:
No. 57, Bonham Strand, West.
Tel. No. 155.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	9,000	5th July	Marseilles, London & Antwerp
"MIRZAPORE"	6,500	5th July	Singapore, Penang, Colombo & Bombay
"SOUDAN"	7,000	19th July	do.
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"KASHGAR"	9,000	2nd Aug.	Bombay, Marseilles, London & Antwerp
"SARDINIA"	6,580	16th Aug.	Marseilles, London & Antwerp.
"DEVANHA"	8,091	30th Aug.	do.
"NOVARA"	6,850	13th Sept.	do.
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	8,056	25th Oct.	do.
"KHYBER"	9,000	8th Nov.	do.
"NAGOYA"	7,000	22nd Nov.	do.

BRITISH INDIA - APCAR SAILINGS

"EGRA"	5,108	28th June, 1.30 p.m.	Singapore via Amoy
"TORILLA"	5,206	30th June, 1.30 p.m.	Calcutta via Singapore & Penang*

EASTERN & AUSTRALIAN SAILINGS (Mails)

"ARAFURA"	6000	6th July	Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"KASHGAR"	9,000	2nd July, D.L.	Shanghai, Moji, Kobe & Yokohama
"SOUDAN"	7,000	4th July	Shanghai only.
"ST. ALBANS"	4,500	4th July	Kobe & Yokohama
"JAPAN"	6,052	9th July	Shanghai & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the ca carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 9 ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents. [1

22, Des Voeux Road Central, HONGKONG.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—
Monthly direct service via Singapore and Port Said.
"ATLAS MARU" Monday, 10th July.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE, PASSENGER SERVICE
"CHICAGO MARU" Tuesday, 11th July.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"BURMA MARU" Sunday, 2nd July.

DELI & BANGKOK via SAIGON & SINGAPORE
"BUSHO MARU" Wednesday, 5th July.

CALCUTTA.—Fortnightly service via Singapore, Penang & Rangoon.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—
Via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA
"ARABIA MARU" (Taking Passengers) ... Friday, 7th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

NEW ORLEANS LINE, SUEZ.
"SUMATRA MARU" Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai
"ANDES MARU" Tuesday, 11th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers.
"KAIJO MARU" or "AMAKUSA MARU" Every Sundays, Noon

TARAO via SWATOW & AMOY
"SOSHU MARU" Thursday, 29th June.

Tel. No. 4581. Y. TARAMA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.

Telephone 2185.
Telegram "Furaprivet"

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
MANILA, CEBU & ILOILO	"TAMING" ...	On 28th June, 4 p.m.
AMOY & SHANGHAI	"SOOCHOW" ...	On 29th June, 10 a.m.
PAKHOI & HAIPHONG	"KAIFONG" ...	On 1st July, 8 a.m.
SWATOW, SHANGHAI & TSINGTAO...	"SUNNING" ...	On 1st July, 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"HUICHOW" ...	On 2nd July, D.L.
SWATOW & SINGAPORE	"LINAN" ...	On 2nd July, noon.
SWATOW, SHANGHAI & TSINGTAO...	"LUCHOW" ...	On 4th July, noon.
SWATOW & BANGKOK	"KIANGSU" ...	On 4th July, noon.
AMOY & SHANGHAI	"KANCHOW" ...	On 6th July, 10 a.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
Agents.

TELEPHONE 38.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

T. K. K.

TOYO KISEN KAISHA

Reduced Fare to Europe U.S.G. $620.50 First Class Throughout.

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

Steamers	Tons	Leave Hongkong
† SIBERIA MARU	20,000	July 8th.
‡ TENYO MARU		July 19th.
‡ KOREA MARU		July 30th.
‡ SHINYO MARU		Aug. 14th.
† PERSIA MARU (Omitting Shanhgai)...	9,000	Aug. 29th, 10.30 a.m.
‡ TAIYO MARU	21,000	Sept. 9th.

† Calling at Dairen. ‡ Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE;
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
**RAKUYO MARU		June 28th.
* GINYO MARU		Sept. 5th.
ANYO MARU		October 9th.

* Omit Manila. ** Omit Keelung.

For full information regarding passenger freight and sailings, apply to—

Y. TSUTSUMI, Manager.
King's Building. Tel. No: 374 & 75

Agents at Canton:
Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports USG $320.50 First Class throughout.

AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT CLEVELAND" ... (formerly "GOLDEN STATE")	July 5th	July 27th.
S.S. "PRESIDENT WILSON" ... (formerly "EMPIRE STATE")	July 26th	Aug. 27th.
S.S. "PRESIDENT LINCOLN" ... (formerly "HOOSIER STATE")	Aug 23rd	Sept. 14th.

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON.

TAMPA INTER-OCEAN S.S. CO.

FOR HAVANA, NEW ORLEANS, NEW YORK.

"EASTERN TRADER"	July 5th.
"VICTORIOUS"	Sept. 5th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO". Union Building, Hongkong.
AGENTS AT CANTON:—REISS & Co. [26

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN" ...	15th July.	20th July.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
Telephone No. 26. (JOHN SWIRE & SONS, LTD.), Agent.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

For	Steamer	To Sail
BANGKOK ...	"LAEN SAMUD"	June, 29th 4 p.m.

For further particulars apply to
Messrs. BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.), Agents.

TELEPHONE 38. [32

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due.
Shanghai	*China*	28th inst.
Shanghai	*Sunning*	28th inst.
Europe, via Suez (Letters and Papers, London 25th May ...	*Tatsang*	29th inst.
Europe via Suez (Letters and Papers London 1st June, and Parcels London 23rd May)	*Kashgar*	30th inst.
Straits	*Matsumoto Maru*	2nd July.

OUTWARD MAILS.

For	Per	Date.
Egypt	*Onderkerk* ...	Wednesday, 28th, 9.30 A M
Swatow and Bangkok	*Chaksang* ...	Wednesday, 28th, 9.30 A M
Shanghai, N. China, Japan, *Canada, *U.S.A. *Central & *South America, & *EUROPE via VANCOUVER B.C.	*Empress of Japan*	Wednesday, 28th, Registration 9.15 A M, Letters... 10.00 A M
Philippine Islands, *Japan, *Honolulu, *San Francisco, *Salina Cruz and *Peru	*Rokuyo Maru* ...	Wednesday, 28th, 10.00 A M
Amoy	*Egra*	Wednesday, 28th, Noon.
Philippine Islands	*Taming*	Wednesday, 28th, 3.00 P M
Samsui and Wuchow	*Taiming* ...	Wednesday, 28th, 4.30 P M
Shanghai, North China, Japan, Canada, U.S.A., Central and South America and EUROPE via VICTORIA, B.C.	*President Madison*	Wednesday, 28th, Registration 5.00 P M, Letters ... 5.00 P M
Saigon	*Yuan Heng* ...	Wednesday, 28th, 5.00 P M
Hoihow and Haiphong	*Lessang*	Wednesday, 28th, 5.00 P M
Takao	*Suisa Maru* ...	Thursday, 29th, 9.00 A M
Amoy	*Soochow* ...	Thursday, 29th, 9.00 A M
Bangkok	*Laos Samad* ...	Thursday, 29th, 3.00 P M
Swatow	*Hydrangea* ...	Thursday, 29th, 3.30 P M
Java and Port Moresby, via Batavia	*Haitor*	Thursday, 29th, 5.00 P M
Fort Bayard, Hoihow and Haiphong	*Hanoi* ...	Friday, 30th, 8.00 A M
Saigon	*Lake Parrar* ...	Friday, 30th, 8.00 A M
Tientsin	*Chisang Shing* ...	Friday, 30th, 10.00 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON & CONTINENTAL PORTS
(Direct).

"ACHILLES" 4th July. London, Rotterdam & Hamburg.
"ATREUS" 11th July. London, Rotterdam & Hamburg.
"PYRRHUS" 18th July. London, Amsterdam & Antwerp.
"ELPENOR" 25th July. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"DEMODOCUS" 2nd July. Marseilles, Havre, Liverpool & Glasgow.
"OANFA" 20th July. Genoa, Marseilles, Liverpool & Glasgow.
"KEEMUN" 4th Aug. Genoa, Marseilles, Havre & Liverpool.

PACIFIC SERVICE
(via Kobe and Yokohama).

"TYNDAREUS" 11th July. } Victoria, Seattle & Vancouver.
"PROTESILAUS" 1st Aug. }

NEW YORK SERVICE
(via Suez or Panama).

"PHEMIUS" 5th July. via Suez.
"CYCLOPS" 25th July. via Suez.

PASSENGER SERVICE

"PYRRHUS" 18th July for Singapore & London.
"MENTOR" 23rd July for Shanghai & Japan.
"MENTOR" 22nd Aug. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.),
AGENTS

ASIA BANKING CORPORATION

(AN AMERICAN BANK FOR TRADE WITH THE FAR EAST.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.
Complete banking facilities incident to foreign trade.
Travellers Checks of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for Sale and Encashment with us.

Head Office: NEW YORK. Branch: SAN FRANCISCO.

Head Office for the Orient:
SHANGHAI
Branches
CANTON, HANKOW, PEKING, TIENTSIN, MANILA, SINGAPORE

D. M. BIGGAR,
Manager.

FOR EUROPE AND AMERICA

India, Australia, &c.,

A Comprehensive and Complete Record of the NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY PRESS

with which is incorporated

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THE CHINA SPECIE BANK, LTD.

HEAD OFFICE

St. George's Building, Hongkong.

Chairman of Board of Directors
Mr. WONG SHIU HAM.

Chief Manager... ...Mr. L. S. Holum.
Asst. Manager... ...Mr. K. T. Woms.
Hongkong Manager ..Mr. L. P. Allen.

Foreign exchange and General Banking business transacted.

Current, Savings and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent, and 6 per cent., per annum, respectively.

L. S. HOLUM
Hongkong, October 2nd, 1920.

COMMERCIAL

OPENING QUOTATIONS

27th June, 1922.

On London.—	
Telegraphic Transfer ...	...2/7
Bank Bill, on demand ...	...2/7 1/16
Bank Bill, at 30 days sight	...—
Banks Bills, at 4 month's sight	2/7
Credits, at 4 months' sight	...2/7
Documentary Bills 4 months' sight	...2/8
On Paris.—	
Bank Bills, on demand ...	... 680
Credits, 4 months' sight ...	... 710
On New York.—	
Bank Bills, on demand ...	... 57
Credits, at 60 days' sight	... 58
On Bombay.—	
Telegraphic Transfer ...	... —
Bank Bills, on demand ...	... 198
On Calcutta.—	
Telegraphic Transfer ...	... —
Bank Bills, on demand ...	... 198
On Shanghai.—	
Bank Bills, at sight ...	... —
Private, 30 days sight ...	... —
On Yokohama.—On demand	... 119
On Manila.—On demand ...	... 115
On Singapore.—On demand	... 111
On Batavia.—On demand ...	... 150
On Haiphong.—On demand...	... nom
On Saigon.—On demand ...	... —
On Bangkok.—On demand ...	... 86
Sovereign, Bank's Buying rate	...$ 7.60 n
Gold Leaf 100 fine per tael ...	... 44
Bar Silver per oz.	... 35

Per cent.

Hongkong ...10 cent piece...	$0.5	Premium.	
Hongkong ...20 " ...	1.00	Discount	
Canton ...20 " ...	19.19	"	
Canton ...10 " ...	9.00	"	

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital$30,000,000
Reserve Funds:—
Sterling $4,500,000
Silver $22,500,000
Reserve Liability of Proprietors $30,000,000

Court of Directors:

G. M. Dorwell Esq.—Chairman.
Hon. Mr. A. O. Lang.—Deputy Chairman.
D. G. M. Bernard, Esq. | Hon. Mr. E. V. D. Paet
A. M. Bowes Smith, Esq | W. L. Pattenden, Esq.
G. T. M. Erskine, Esq. | H. P. White, Esq.
P. H. Holyoak, Esq.

Chief Manager:
A. G. Stephen, Esq.

Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

For the Hongkong & Shanghai Banking Corporation.
A. H. BARLOW,
Acting Chief Manager.
Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

Paid-up Capital $3,000,000
Reserve Fund $3,700,000
Reserve Liability of Proprietors ... $3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.
Hongkong, March 10th, 1921. [49

[43
NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

A. Capital ...	...F. 100,000,000	$3,333,333
Paid-up Capital,	...F. 80,000,000	$6,666,666
Reserve Fund	...F. 18,979,240	$1,581,604
Special Reserve	...F. 40,160,000	$3,346,667

Head Office:—Amsterdam.
Branches at The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabai
Bembay	Padang	Soerakarta
Calcutta	Palembang	(Sole)
Cheribon	Pekalongan	Tabing Ting
Djember	Penang	(Deli).
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Semarang	Tjilatjap
Lampa	Shanghai	Wetteyreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.
London Bankers:—The National Provincial and Union Bank of England, Limited.
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP
Agent.
Hongkong, September 28th, 1921.



WHAT MAKES
WESTMINSTER "SPECIALS"
SO GOOD?

A trial reveals a flavour and delicate aroma such as none other can boast

WESTMINSTER

TURKISH SPECIALS

From all Leading Tobacconists.

Westminster Tobacco Co. Ltd London

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital...	£1,050,000
Reserve Fund	£1,150,000

BANKERS
The Bank of England,
The London Joint City & Midland Bank Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lampar	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.
7, Queen's Road Central,
Hongkong, January 17th, 1922. [41

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

K. C. LAU
Chief Manager.
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THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital	$40,000,000.00
Paid-up Capital	12,979,800.00
Reserve Funds	8,407,678.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company, New York.
Interest allowed on Current Account and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSUYUKI PEI,
Manager.
Hongkong, September 6th

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1918.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	200,000.00

DIRECTORS:
Mr. Pong Wai Tung, Chairman,
Hon. Mr. Chow Shou Son.
Mr. Li Koon Chun, Mr. Kan Ying Po,
Mr. Fung Ping Shan, Mr. Mok Ching Kong,
Mr. P. K. Kwok, Mr. Wong Yun Tong,
Mr. Kan Chiu Nam. Mr. Chan Ching Shak,
Mr. Huynh Tai, Mr. Ng Chang Luk.

Chief Manager ... Mr. Kan Fen Po.
Asst. Manager ... Mr. L. Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 month at the rate of 4 per cent. per annum
For 12 month at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.
Hongkong, March 8th 1922. 73

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund Yen 61,000,000

HEAD OFFICE YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Angtien	Nagoya	Shimonoseki
Mukden	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Peking	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Kai Yuen	Saigon	Vladivostok

Interest allowed on Current Accounts.
Deposits received for fixed periods at per rates to be obtained on application.

T. NISHIYAMA,
Manager.
11th March, 1922. 274

THE BANK OF TAIWAN, Limited.
(Taiwan Ginko).

corporated by Special Imperial Charter 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 52,500,000
Reserve Funds	" 11,780,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung Makung, Nanto, Pinan, Shinchiku Tainan, Tainan Takow Tamsui Tokyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.
The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH
Manager.
Hongkong Branch,
2, Des Voeux Road
Hongkong, 1st February, 1922.

BANQUE DE L'INDO-CHINE.
PARIS.

Head Office: 96, Boulevard Haussmann, Paris

Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital Frs. 62,400,000.00
Reserves Funds Frs. 69,567,258.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial. Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK & Co. Morgan, J. P. French American Banking Corporation. Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and a Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARBOT,
Acting Manager.
Hongkong, July 13th, 1921.

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